The Bombay Gazette.

No. 8,513.—New Series. BOMBAY :—MONDAY, MAY 22, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Annual	Rs. 48	Per Annum	Rs. 60
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Domestic Occurrences : Each—Rupees 2.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S.S. GOA, 1,905 Tons, 260 H.P., Commander J. Avern, will be despatched on THURSDAY, the 25th May 1876, at 4 P.M.

May.		June.	
Leaves BOMBAY	25	Leaves Tuticorin	2
„ Beitnapary	26	„ Colombo	3
„ Vingorla	26	„ Negapatam	6
„ Goa	26	„ Galle	7
„ Carwar	27	„ Madras	9
„ Mangalore	28	„ Muslipatam	10
„ Cannanore	29	„ Coconada	11
„ Tellicherry	30	„ Vizagapatam	12
„ Calicut	30	„ Bimlipatam	12
„ Beypore	30	„ Gopalpore	13
„ Naraki	31	„ False Point	14
„ Cochin	31	Arrives CALCUTTA	16
„ Alleppey	31		

Cargo for Singapore and China can be booked by the Steamers as this line has no connection at ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjillatjap, Palembang, Pontianak, Aloheen, Padang and Moluccon Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADEL, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, and MAHOMERAH.

The S. S. COMMILLA, 871 Tons, 140 H. P., Commander J. C. Shand, will be despatched on FRIDAY, the 26th May 1876, at 4 P.M.

May.		June	
Leaves BOMBAY	26	Leaves BUSREH	14
„ Kurrachee	30	„ Mahomerah	14
„ Gwader	June 3	„ Fao	15
„ Jask	3	„ Bushire	16
„ Bunder Abbas	4	„ Linga	19
„ Muscat	6	„ Bunder Abbas	21
„ Bushire	8	„ Muscat	22
„ Fao	10	„ Kurrachee	27
„ Mahomerah	10	Arrives BOMBAY	30
Arrives BUSREH	11		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

[illegible]MUNICATION WITH KURRACHEE [illegible] KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, for Season, de-patch a Steamer to Kurrachee [illegible] P.M., and an Extra Steamer on every MON[illegible]

[illegible]ORLA, 877 Tons, 120 H.P., Commander N. R [illegible] despatched on MONDAY, the 22nd May 1876, [illegible] Verawul, Porebunder, Mangrole, and Cutch

[illegible]MILLA, 871 Tons, 140 H. P., Commander J. C. [illegible] despatched on FRIDAY, the 26th May 1876,

[illegible]argo will be received on the day of sailing.

W. NICOL & Co. Agents.

COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY, [illegible] Messrs. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, on the 24th, and BOMBAY on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£6	Without food
Suez	36	22	9	
Port Said	34	20	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	

Children under 8 years—free of charge. Children not above 13 years—half fare.

NEXT STEAMERS FROM BOMBAY:—

AUSTRALIA to sail on THURSDAY, 1st June 1876.
SUMATRA to sail on SATURDAY, 1st July 1876.
BATAVIA to sail on TUESDAY, 1st August 1876.
AUSTRALIA to sail on FRIDAY, 1st September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

All Steamers of this Company have large First and Second class accommodation; and always carry a Doctor and a Stewardess on board;

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c, apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street,
Bombay, May 1876.

HALL LINE OF STEAMERS.
BOMBAY TO LIVERPOOL.

S. S. BRANKSOME HALL,	to sail about	27th May.
„ CHILDWALL HALL,	„	5th July.
„ TRENTHAM HALL,	„	2nd August.
„ BRANKSOME HALL,	„	23rd August.
„ CITY OF BALTIMORE,	„	16th September.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers, which have been specially constructed for the Bombay Trade. They are all built to steam 12 Knots, and are expected to make the passage either to or from England in about 25 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 11th May 1876.

MARSEILLES, VIA SUEZ CANAL.
TO LEAVE ABOUT 26TH MAY.

THE well-known and favorite S. S. TIMOR, 2,209 Tons, J. Brown, Commander, has excellent accommodation in a Saloon built on Deck for First-class Passengers only. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

TO SUEZ	Rs. 300
„ MALTA	„
„ MARSEILLES	„

For Passage and further particulars apply to

GRINDLAY, GRO[illegible]
W. NICOL & Co.,
Bombay, 16th April 1876.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Captains.	Tons.	H.P.	May. 1876.	From
BOKHARA	W.D. Anderson	3939	450	22nd	Southampton.
CEYLON	J. Orman	2111	450	29th	Suez, &c.
GWALIOR	J. C. Babot	2725	450	June 2nd	Southampton.
GEELONG	C. Fraser	1835	250	9th	Suez, &c.
AUSTRALIA	J. S. Murray	3863	600	16th	Southampton.
TRAVANCORE	W.B. Andrews	1902	200	23rd	Suez, &c.
NIZAM	A. E. Barlow	2725	450	30th	Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On MONDAY, the 29th May 1876, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. MONGOLIA, Captain A. Coleman, (2,833 Tons and 530 H. P.), will be despatched as above, carrying H. M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on FRIDAY, the 26th May 1876.

GEORGE F. HENRY,
Bombay, 15th May 1876. Superintendent.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL :—

	Tons	H.P.	From Glasgow.	From Liverpool.	From Bombay.
EUROPA	2877	494	22d April.	26th April.	14th June.
INDIA	2289	500	20th May.	27th May.	19th July.
MACEDONIA	2273	486	17th June.	24th June.	10th August.

And regularly thereafter, further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

	FARES FROM BOMBAY TO LIVERPOOL.	SUEZ.
FIRST CLASS	Rs. 500	Rs. 350

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve month of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 27th April 1876.

STEAM TO ADEN, ZANZIBAR AND MOZAMBIQUE DIRECT.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), will despatch the S. S. PUTIALLA, 840 Tons, 130 H. P., Commander J. L. Purell, as above (with liberty to call at Goa) on SATURDAY, the 27th May at Noon. She will connect at Aden with the Company's regular Red Sea Steamer and will carry cargo for Hodeida, Jeddah, Suez and other ports.

For Freight and Passage, apply to

W. NICOL & Co., Agents.

Bombay, 18th May 1876.

STEAMER GALATEA, 2,001 TONS.
BOMBAY TO SOUTHAMPTON.
TO SAIL POSITIVELY 26TH OR 27TH MAY.

THIS powerful and splendid Steamer has most comfortable accommodation for FIFTY FIRST CLASS PASSENGERS, and carries a DOCTOR and STEWARDESS. Intending Passengers are specially invited to inspect the Saloon and Cabins, and to apply immediately to

GRINDLAY, GROOM & Co.,
Passenger Agents.
McCULLOCH, BEYTS & Co.,
Agents

SPECIAL NOTICE.

HALL LINE OF STEAMERS.

S.S. BRANKSOMEHALL.

THE attention of intending Passengers to England is particularly called to this fine new Steamer which sails positively on the 27th instant for Liverpool.

W. & GRAHAM & Co., Agents.

Bombay, 18th May 1876.

NOTICE.—CONSIGNEES per Steamer EUROPEAN are hereby informed of the ARRIVAL of the Vessel, and REQUESTED to TAKE DELIVERY at ONCE of their respective GOODS. No CLAIM of any kind will be PAID after the DEPARTURE of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 17th May 1876.

Homeward Bound PASSENGERS.

GENTLEMEN proceeding to *EUROPE* are invited to inspect the splendid Stock of *TRAVELLING REQUISITES*, of the Best Manufacture, which can always be obtained at

A MOMENT'S NOTICE,
Ready for *Immediate Use.*

A detailed list of Our Celebrated Travelling Kit forwarded on application, Post Free to any part of India.

Light Suits for the Red Sea, or Warm Suits for the Mediterranean made to order in a few hours	from	Rs. a. 15 0 to 45 0

ASQUITH & COMPANY,
HIRTMAKERS & OUTFITTERS,
The Overland Kit Warehouse,
8, RAMPART ROW, BOMBAY.

NEW ADVERTISEMENTS.

TO BE LET.

TWO large well furnished BUNGALOWS, situated at Malabar Hill, for six months certain. Immediate possession can be had.

FOR SALE.

A small matched pair of young BAY AUSTRALIAN GELDINGS, height 15 hands. Price Rs. 1,5[illegible]

A first-class English-built MAIL PHAETON. Price moderate. Sets of Brass and Plated Mounted nearly new double HARNESSES, property of a Gentleman. Apply to

JAFFER SULLIMAN & Co.,
No. 5, Hummum Street, Fort.

SACCHARO-CHIRETTINE

Is a prompt and powerful Tonic; adapted to patients of all ages, and incapable of deranging the most delicate functions. In Nervous and Muscular Lassitude and in want of Appetite it is invaluable.

Per Bottle—Re. 1-8 and Rs. 2-8.

D. S. KEMP & CO.,
7, ELPHINSTONE CIRCLE, BOMBAY.

THERMOMETERS OF GUARANTEED ACCURACY.

Polished Boxwood, 8 to 12 inch	Rs. 6	8 to Rs.	6 8
Japanned Tin, 8 to 14 inch	„ 2	8 to „	3 4
Ivory, Pocket, in Morocco Cases		„	5 0
Pedestal, with Glass Shade, 6 to 8 inch	„ 8	0 to „	10 0

SELF REGISTERING.

Max. and Min. in one Instrument.	
Boxwood Scale in Metal Frame	Rs. 8 0
Porcelain do. do.	„ 20 0
Max. and Min. in separate Instruments.	
Boxwood in Mahogany case, Alpine Dial pattern	Rs. 20 0
Do. Morocco do. neat pocket size	„ 20 0
Porcelain and Bronze in Mahogany case, Livingston's Pattern	„ 34 0
Minimum on Oak or Boxwood	Rs. 4 and „ 6 0
Maximum do. do.	„ 7 and „ 9 0

Also,

Wet and Dry Bulb and [illegible] Thermometers

NEW ADVERTISEMENTS.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

On SATURDAY, the 27th May, at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's Steamship CHINA, 2,016 Tons, and 400 H.P., Captain G. S. Brooks, will be despatched as above, calling at Galle.

For Freight or Passage, apply to

GEORGE F. HENRY,
3, Rampart Row, 20th May 1876. Superintendent.

NOW READY.

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy ..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

NOW READY,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE.

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—
A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date as per Ships' Manifest, with the total Exports for the month, and for the same period as far back as 1867 and 1874 respectively.
Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date with the total for the month and the same period as far back a 1867 and 1874 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription in advance ..... Rs. 10
Single Copy ..... Annas 4
"Bombay Gazette" Office, Meadow Street, Fort.

FORT THEATRE,
APOLLO STREET,
ENTRANCE TO THE ENGLISH HOTEL.
TO-DAY, MONDAY, 22ND MAY.
THE STAR COMPANY.

The performance will commence with the comedietta, ORANGE BLOSSOMS.

To be followed by the New Extravaganza, in two Acts, CAMARALZAMAN ! ! !

OR

THE BAD DJINN AND THE GOOD SPIRIT.

During the Burl-esque will be introduced NEW SONGS, NEW DANCES, NEW CHORUSES.

PRICES OF ADMISSION.

First Class ..... Rs. 2 | Second Class ..... Re. 1

Tickets can be obtained and Seats secured at the English Hotel.

Doors open at 8-30. Performance to commence at 9 o'clock punctually.

N. B.—Extra Tramway Cars leave from Elphinstone Circle and Church Gate Street after the performance.

PUNKAHS IN FULL SWING.

THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED 1824.
CAPITAL, ONE MILLION STERLING.

The undersigned have been appointed AGENTS of the Manchester Fire Assurance Company, and are prepared to issue Policies upon Houses, Mills, and other Buildings, Household Furniture, Merchandize, Shipping, &c.

GADDUM & Co., Agents in Bombay.

THACKER, VINING & Co.

NEW BOOKS.

	Rs.	a.
Laya of Ind, new edition, enlarged, Illustrated	6	6
Grant Duff's Notes of an Indian Journey, 8vo	7	8
Von Rechtegofer's Gathering of Cholera among Convicts, folio	8	4
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Saunders' One against the World	4	4
Fleay's Shakespeare Manual	3	4
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Gardiner's First Two Stuarts and the Puritan Revolution 1603—1660 (Epochs of History)	1	12
Freeman's History of Europe (History Primers)	0	12
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Pepper's Chemistry, Electricity, Light	3	12

, *Purchases for CASH ONLY to the extent of Rs. 100 will be charged at the English price calculated at the current exchange.*

THACKER, VINING & CO.

PURE AND SPARKLING

AERATED WATERS.

TREACHER & Co., LIMITED, direct attention to their list of AERATED WATERS which are prepared with the greatest regard to cleanliness and purity. By the aid of Steam power these Waters are charged with Gas at the greatest possible pressure, being thus rendered sparkling and agreeable in the highest degree.

Their LEMONADE and other FLAVOURED WATERS are celebrated for their freshness and their delicious taste.

Their TONIC WATER, the demand for which is constantly increasing, is unequalled for its delicacy of flavour and tonic properties, each bottle containing a definite quantity of Quinine presented in an agreeable form.

	Cash		Cash
SODA WATER	per dos. 0 12	ABRATED WATER	per dos. 0 12
TONIC WATER (THE ORIGINAL)	„ 1 0	POTASH WATER	„ 0 12
SELTZER WATER, introduced by T. & Co.	„ 1 0	LITHIA WATER	„ 1 8
LEMONADE AND GINGERADE	„ 1 0	VICHY WATER	„ 1 4

Bottles are charged Rs. 2 per dozen, the same amount being allowed for them when delivered free at our Manufactory.

Mineral, Acid, and Medicated Waters prepared to order.

TREACHER & COMPANY, Ld.,
Manufacturing Chemists,
BOMBAY, BYCULLA AND POONA.

BASS'S PALE ALE,
BOTTLED BY MESSRS. M. B. FOSTER AND SONS.

TREACHER & Co. (Limited) are the exclusive AGENTS, in this Presidency, for the above Firm.

Messrs. FOSTER & SONS are the largest Bottlers of the national beverage in the World, and the Shipments of the Brand received by the Company during the past three years confirm the unrivalled qualities, which have gained for it the leading position so long held in the Presidencies of Calcutta and Madras.

Per Doz. Quarts, Cash ..... Rs. 6 0
Do. Pints, do. ..... „ 4 0

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, & POONA.

NEW EDITION, ENLARGED.
With Illustrations by the author and others.

LAYS OF IND.
BY
ALIPH CHEEM.

1st and 2nd SERIES, AND ADDITIONAL VERSES, COMPLETE IN ONE VOLUME, CLOTH EXTRA, GILT EDGES, Rs. 6; OR POST FREE, Rs. 6-8.

THACKER, VINING & CO., BOMBAY.

FRITH'S INDIAN PHOTOGRAPHS.
SEASON 1875-76.

MESSRS. THACKER, VINING & Co. desire to draw especial attention to the above Series of Photographs, which has now been completed by the addition of some 200 Views taken by an Artist, who passed the Season of 1874-75 in India for that special purpose.

The additions made include Views of the New Buildings in Bombay, a Series of Matheran Scenery, Views at Bassein, Poona, Nassick, and at all places of interest in this Presidency, as well as a large number of Views in Calcutta, Madras, &c., &c.

The entire Series now consists of over 500 Photographs, size 8 inches by 6½, the subjects being most artistically chosen and photographed, and exquisitely printed; they are certainly equal, if not superior, to any that have yet been produced, whilst they are sold at the remarkably cheap rate of Rs. 15 per Dozen.

Sample Albums are always on view.

THACKER, VINING & COMPANY.

BOMBAY CO-OPERATIVE SOCIETY, LIMITED.

SHARE and TICKET HOLDERS are respectfully informed that a SUPPLY of ARTICLES in every day request has recently arrived, and that arrangements have been made for a constant renewal of the same.

A complete change has been made in the Staff of Assistants and such alterations in the mode of working have been effected as will secure prompt and careful execution of Town and Up-country Orders.

Price Lists shall appear regularly in this paper, and Members are requested to notice the various changes that it may be necessary to make from time to time.

STORRAR AND BUCHANAN,
SECRETARIES.

BOURNE AND SHEPHERD,
PHOTOGRAPHIC ARTISTS,
No. 10, RAMPART ROW, BOMBAY.
(Near the Esplanade Hotel,)
ALSO AT
CALCUTTA AND SIMLA.
STUDIO FOR PORTRAITURE OPEN DAILY
FROM 9 A.M. TILL 4 P.M.
INDIAN SCENERY.

Messrs. Bourne and Shepherd's collection of Photographs of Indian Scenery is the LARGEST and BEST existing.

These Photographs represent Scenes in Cashmere, N. W. Provinces, the principal Hill Sanitaria, the snowy ranges of the Himalayas, Neilghe ies, Southern India, Ceylon, Calcutta, Bombay Presidency, Rajpootana and Burmah.

RAJPOOTANA.

A handsomely-bound Album containing 30 large Views of Architectural Remains, and beautiful Scenery in Rajpootana, with copious Letter-press Description by J. Burgess, Esq., F.R.G.S, M.R.A.S. Price per Copy—Rs. 100.

N.B.—The above volume would be very suitable for Presentation to Friends at Home.

COLOURING.

Portraits painted in Oil or Water Colour, from the smallest Miniature up to the size of Life.

"CARTES" of European and Anglo-Indian Celebrities, Native Chiefs and Native Characters Frames, Cases and Albums in great variety always in stock.

August 1st, 1875. 10, Rampart Row.

THE LARGEST, CHEAPEST, AND THE BEST ASSORTMENT OF TWEEDS IN BOMBAY.

TWEEDS AT A GREAT REDUCTION OF PRICES.

COATS D. B. and TROUSERS, fine Wool, strong, and just the thing for Office or Jungle Wear	Rs.	16 to 20
SCOTCH TWEED, superior quality, COATS and TROUSERS	„	25 to 30
WEST OF ENGLAND TWEED, New Pattern, ditto ditto	„	35 to 40
SILK MIXED TWEEDS and Fancy Coatings, ditto ditto	„	45 to 50

TO ARRIVE,
ALLAN'S CYCLONIAN WATERPROOF SUITS.

WELL-KNOWN TO RESIST THE SEVEREST WEATHER AND WARRANTED NOT TO STICK TOGETHER.

For Suits, send size of chest, Height and [illegible] Rs. 30 to 35
Military Regulation Waterproof Capes ..... „ 35 to 39

A. ALLAN,
TAILOR, OUTFITTER AND HOSIER, 17, APOLLO STREET.

ARRIVAL OF NEW AND VARIED STOCK OF
THE SINGER MANUFACTURING COMPANY'S CELEBRATED
LOCK-STITCH SEWING MACHINES OF ALL DESCRIPTIONS,
PER S. S. TRINACRIA.
AT THEIR BRANCH DEPOT No. 6, ELPHINSTONE CIRCLE, BOMBAY.
AGENCY IN POONA: A. D. EZEKIEL, THE POONA IRON AND BRASS FOUNDRY.
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LIGHT WINES FOR THE HOT WEATHER.

STILL HOCK.

GEISENHEIMER	per Doz.	Quarts	Rs. 16 0
NIERSTEINER	„	Quarts	„ 20 0
Do.	„	Pints	„ 11 0
RUDESHEIMER	„	Quarts	„ 22 0
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MARCOBRUNNER	„	Quarts	„ 26 0
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LIEBFRAUMILCH	„	Quarts	„ 28 0
HOCHHEIMER	„	Quarts	„ 32 0
Do.	„	Pints	„ 17 0

For consumption in Hot Climates no Wines can surpass and very few can equal

GERMAN WINES.

CLARETS.

MEDOC VIEUX,
A GOOD, SOUND, WHOLESOME WINE.

Per Doz. Quarts	Rs. 11 0 0
„ Pints	„ 6 8 0

PAUILLAC,
SUPERIOR, FULLER BODY AND BOUQUET.

Per Doz. Quarts	Rs. 13 0 0
„ Pints	„ 7 8 0

MARGAUX,
DINNER CLARET, OF GOOD BODY AND FLAVOUR.

Per Doz Quarts	Rs. 16 0 0
„ Pints	„ 9 0 0

ST. JULIEN,
A RICH, FULL-BODIED AFTER-DINNER WIN

COMMERCIAL INTELLIGENCE

SATURDAY EVENING, 20TH MAY 1876.

YESTERDAY'S Liverpool Cotton Market closed dull with sales 8,000 bales, prices unchanged, and to-day's report is similar in tone, the sales however being only 6,000 bales. Private messages still confirm the difficulty experienced in selling Surats to arrive except at prices quite disproportioned to the cost here, and with the present enormous stock in Liverpool, and the probability of continued depression in Manchester, owing to the adverse tendency of the Eastern exchanges, there does not seem much likelihood of this state of matters changing for the better during the short remainder of our shipping season. The one strong point in the position of the staple is the low level of prices, and this would probably lead to considerable shipments on speculation, but for the unsettled aspect of political affairs on the Continent of Europe. With war declared between either of the leading Powers, however, even 4d. per lb. for Fair Dhollera might prove a ruinous speculation, and there can be no doubt that the press telegrams of the past few days have given rise to a good deal of anxiety.

Yesterday's telegrams from New York quote a decline of ⅛ cent. per lb. in Mid. Uplands on the spot and ⅛ cent. per lb. in July shipment. The receipts of Cotton at the U. S. ports to date are as follows :—

	1876	1875	1874
Week's Receipts	21,000	18,000	24,000
,, Exports to U.K.....	26,000	34,000	15,000
,, ,, Continent ..	6,000	25,000	10,000
Total since 1st Sept	3,980,000	3,865,000	3,640,000
,, Exports to U. K. ,, ...	1,756,000	1,617,000	1,672,000
,, ,, Continent ,, ...	1,138,000	768,000	932,000
,, Stocks at the Ports	465,000	378,000	308,000

The total visible supply of Cotton for all Europe on the 19th instant was 2,760,000 bales including 580,000 bales Surats. The quantity in and afloat for the United Kingdom on the same date compares with the previous two years as follows :—

	1876	1875	1874
Stock in Liverpool	1,000,000	988,300	787,110
Do. London	87,000	106,750	137,760
American Afloat	160,000	135,000	238,000
E. Indian	200,000	326,000	433,000
	1,417,000	1,556,050	1,595,860
Price of Mid. Orleans.....	6 5-16d.	8 1-16d.	8¾d.
,, Fair Dhollera ...	4¾d.	5¼d.	5¼d.
Difference ...	1 15-16d.	2 13-16d.	3d.

Piece Goods in Manchester continue very dull, but the only change shown by the public quotations is a decline of ⅛d. per lb. in 40s. Mule Twist. Since Friday's market, however, Exchange on this side has become still more unfavorable which can scarcely fail to further affect prices. Coffee in London yesterday was reported active at an advance of 2s. per cwt. in Mid. Plantation Ceylon and 1s. per cwt. in Good Ordinary Native and Mysore Cocoanut Oil and Seeds were unchanged.

Consols yesterday were at 96⅝, a recovery of ⅛; French Rentes to-day 105¼, a decline of ¼. Reuter quotes Bar Silver in London at 52¾d., but several private messages quote 52½d. per oz., equivalent to about 1s. 8¾d. per rupee. In some quarters this was known yesterday and already discounted in STERLING EXCHANGE so that there has been no movement in rates to-day, the position in fact being in every respect unaltered. The Banks are fairly willing buyers at current rates but by no means anxious sellers, and there is evidently still a deeply rooted impression that we must see lower figures. We quote for bills on London :—

Bank Bills on demand.....1s. 8¾d.	per Rupee
Do. 6 months' sight.....1s. 8¾d.	,,
Credits, 3 months' sight ...1s. 8¾d.	,,
Documents, 3 months' sight 1s. 8 9-16d.	,,

On Calcutta the demand rate has receded to par. For 60 days' sight the quotation is still 1 per cent. discount.

GOVERNMENT PAPER is quiet with, if anything, an easier tendency. We call Fours, Rs. 101⅛; Fours-and-a-half, Rs. 101½; Fives-and-a-half, Rs. 103¾.

SHARES are firm and any alterations in value are in favour of sellers. Bank of Bombays are firm at 45 per cent. premium. In Agras business has been done at par. Colaba Land shares have advanced Rs. 5 and Mofussil Company's are Rs. 10 lower. Spinning and Weaving concerns are in active request and our list of quotations shows a general improvement of Rs. 10 to Rs. 20 per share.

COTTON to-day has been steady with a moderate business doing at unchanged prices. The drop in Freights and Exchange tends to keep up rupee values, especially with the short supplies now coming to hand, but should the fleet of Dholiera boats come in quickly we may look for increased pressure to sell and possibly a lower level of values as compared with Liverpool.

FREIGHTS have not altered to-day, the greatest dullness still prevailing both for steam and sail. For Liverpool, steamers are offering at £1-18-9 to £2 without making large engagements and first class Iron sailing ships are to be had at £1-16-3 for immediate and £1-17-6 for forward shipment.

PIECE GOODS continue in fair request in the Bazaar and clearances have been on a comparatively full scale at quite previous rates. From first hands there is not much doing, stocks in the first place being small whilst sellers are also very firm owing to the tendency of exchange.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares	Nomi. Value	Paid up.	Last Dividend.	Banks.	Cash Rates per Share.
	Rs.		p. a.		Rs.
800,000	100	all	5p.ct	Agra Bank	100
175,000	1,000	all	40 do.	Bank of Bengal	1,400xd
20,000	500	all	5 p.ct	Bank of Bombay New...	725
5,850	1,000	all	8 do.	Bank of Madras	1,200
80,000	250	all	5 p.ct	Chartered Mercantile Bank. of L. & China	300
40,000	281¼	all	5p.ct	Hong. & Shanghai Bank.	300
40,000	400	all	5 p.ct	Chartered Bank of India	195
40,000	250	125	12 do.	and China	107 exd
40,000	250	all		National Bank of India..	480
				Oriental Bank.....	

LAND COMPANIES.

4,000	2,000	all	60	Colaba Land Co.....	1,135
7,500	150	all	...	Freze Land & Pier Co. Ld	80
1,750	2,000	,000	20 p.s.	Mazagon Land	550
4,000	1,000	all	10 p.c.	Port Canning Land Company, Limited	225

SPINNING AND WEAVING COMPANIES.

6⅔	1,250	all	50 p.s.	Alexandra Spinning.....	1,150
300	2,500	all	150	Alliance Spinning	2,550
100	1,000	all	...	Bhowanygur M. & P. Co.	1,240
300	1,000	all	50 p.s.	Bombay United	1,120
400	150	150	10	Bro ch Mills	155
500	1,000	all	...	Colaba Spinning.....	800
2,500	1,000	all	100 p.s.	Dharumsey Spinning ...	960
1,500	1,250	all	60 p.s.	Fleming S. W. Co.....	1,015
1,500	1,000	all	150 p.s.	Great Eastern Spinning	1,145
2,000	500	all	...	Bombay Hemp & Jute Mill Co	270
700	1,000	all	60 p.s.	Hindustan S. W. Co.....	1,050
750	1,000	all	65 p.s.	Jeeraj Balloo Mills	1,020
...	...	all	80	Khandesh Spinning	880
1,000	1,000	all	...	Khatao Mucanjee S. & W. Co.	930
300	1,250	all	Nil	Madras Spinning	1,100
...	...	all	75	Madras U. Spinning	1,085
2,500	1,000	all	70	Manockji Petit's.....	1,140
1,050	1,000	all	60 p.s.	Morarjee Spinning.....	1,175
4,000	250	all	6 p.s.	Oriental.....	275
600	1,250	all	...	Prince of Wales Spinning	1,150
1,500	1,000	all	...	Sassoon S. W. Co.....	875
110	1,000	1,000	30 p.s.	Soonderdas Spinning ..	1,050
800	1,000	250	125 p.c.	Do. Rs. 1/4 share	300

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,350	200 p.c.	Akbar Cotton Press Co..	1,450
200	2,000	1,100	85 p.c.	Albert Co. Kurrachee..	730
100	1,000	all	16 p.c.	Albert Ginning Co.....	650
250	1,000	1,000	...	Alfred Mills Co.....	1,105
150	12,000	11,000	425 p.c.	Apollo Press Co.....	3,100
178	1,000	all	...	Bailey	790
155	500	all	65 p.c.	Berar Company (New)..	540
2,000	250	all	42 p.c.	Indi n Press Co.....	285
250	250	all	40 p.c.	Broach Cotton Co.....	90
400	1,500	all	75 p.c.	Carwar Co.....	900
250	250	all	...	Coconada Press Co.....	15
1,000	1,000	all	700 p.c.	Colaba Press Co.....	3,100
500	500	all	Nil.	Dhollera P & G. Co.....	150
852	1,000	all	180 p.c.	East India Press Co.....	850
1,500	1,500	all	85 p.c.	Fazulbhoy	1,400
3,000	2,000	2,000	15 p.c.	Hansi Cowasji Press Company	300
800	500	all	100 p.c.	French Press Co.....	425
1,150	...	1,400	100 p.c.	Imperial Press Co.....	410
3,125	400	350	45 p.c.	Mofussil Press & Ginning Co.....	340
600	9,000	2,000	...	Nicol Press Manufacturing Co., Ld.....	1,125
120	...	1,500	250 p.c.	Prince of W. Press	700
200	500	all	100 p.c.	Sassoon's Press Co.....	525
400	500	750	45 p.c.	Scinde Press Co.....	430
100	1,000	750	...	Scinde & Punjaub Cotton Press Co., Limited..	1,025
150	650	all	12 p.c.	Victoria Cotton Gin and Press Co	600xd
650	1,000	..	125 p.c.	Volkart's United Press Co.	860

* Per share, for the year.

BANK OF BENGAL.

THE following is the statement of the affairs of the Bank of Bengal for the week ending 16th May as compared with that for 9th May :—

LIABILITIES.	9th May. Rs. A. P.	16th May. Rs. A. P.
Capital	2,00,00,000 0 0	2,00,00,000 0 0
Reserve Fund	14,47,370 13 1	14,47,160 13 1
Treasury Balance	3,96,04,693 3 4	4,04,86,718 3 4
Other Deposits	1,71, 3,987 2 9	1,66,64,695 7 6
Bank Post Bills, &c.....	1,14,765 2 6	1,37,328 3 1
Sundries	9,55,805 0 7	9,33,270 1 11
Rs.	7,91,45,020 6 3	7,96,51,470 14 3
ASSETS.	Rs. A. P.	Rs. A. P.
Government Securities.....	1,6 ,16,287 15 0	1,64,15,390 7 0
Loans on Govt. Securities.	58,57,602 0 11	58,91,851 2 11
Credits on ditto ...	49,60,522 7 1	58,45,710 9 2
Bills discounted	1,25,60,133 9 6	2,07,36,324 15 2
Dead Stock	10,52,324 10 7	10,61,883 0 10
Stamps	12,201 1 10	12,364 5 10
Balances with other Banks	7,98,275 2 8	8,46,593 9 7
Sundries	3,73,221 3 2	3,61,847 10 6
Bullion	31,838 12 7	10,875 4 7
Cash at Head Office	4,91,86,63 0 7	1,91,26,496 5 9
Do. at Branches	2,99,57,367 5 11	1,61,04,792 13 10
Rs.	7,91,54,020 6 3	7,96,51,470 14 3

SHIPPING INTELLIG

THE SHIP WINDSOR, 1,442 tons, Captain Reaume will sail to-day for Hull, with a cargo of 42,445 cwts. linseed.

THE S. S. ZAMPA, 1,097 tons, Captain E. Lawson, sailed on Saturday last for Liverpool, via the Suez Canal, with a general cargo.

THE S. S. OTTAWA, 831 tons, Captain R. Thomson, sailed on Saturday last for Amsterdam, via the Suez Canal, with a cargo of 5,302 bales cotton, and 6,524 cwts. linseed.

THE SCHOONER GOLCONDA, 280 tons, Captain H. Braudy, arrived in harbour on Saturday last from Zanzibar, (April 18th,) with a general cargo and the following passengers :—Mr. Douglas MacLarish, and five deck passengers.

THE S. S. OORUN, 162 tons, Captain G. J. Baker, sailed on Saturday last for Coast and Carwar, with a general cargo, and the following passengers :—Mr. Joomabhoy Lalijee, Mr. Cassumbhoy Dhurumsey, Mr. R. M. Sayance, and twenty-five deck passengers.

THE S. S. PEHLWAN, 51 tons, Captan J. E. Gammon, arrived in harbour on the 19th instant from Coast and Goa, with general cargo and one hundred and nine deck passengers. She sailed on Saturday last for the same ports, with twenty-five deck passengers.

THE B. I. S. N. Co's S. S. GOA, 1,232 tons, Captain J Avern, which arrived in harbour on the 19th instant from Coast and Calcutta, brought a general cargo and the following passengers :—Lieut-Col. Howes and servant, Mr. T. P. Clark and servant, Mr. Hick, Mr. J. Filgate, Mr. Robinson, Meer Khan, Mr. Fallonjee, and one hundred and sixty deck passengers.

ARRIVALS.

May.	Vessels.	Commanders.	From.
19	Pehlwan (s)	Gammon	Goa, May 16.
20	Golconda	Braudy	Zanzibar, Apr 18.

DEPARTURES.

May.	Vessels.	Commanders.	Destinations.
20	Lady Duff-rin	Fee	Galle.
	Phi-as Pendl-ton..	Nicholls	Havre.
	Aldergrove	Hulberton	Liverpool.
	Flying Venus.....	Robertson.....	Liverpool.
	Zampa (s).....	Lawson	Liverpool.
	Ottawa (s).....	Thomson	Amsterdam.
	Pehlwan (s)	Gammon	Coast and Goa.
	Oorun (s)	Baker.....	Coast and Carwar.

The ship Windsor, Roaume, to Hull, obtained her port clearance on Saturday last.

The following vessels were entered out for loading on Saturday last :—

Steamer Mongolia, to China &c.
Steamer Zorbino, to Trieste &c.

CALCUTTA.

ARRIVALS.

May.			
16	City of London(s)...	McNeil	Glasgow, Apr 7.
	Venice	Vaughan	Cadcalore, May 10.
17	Dorunda (s).....	Templeton ...	London, Apr 8.
	Busheer (s)	Mason	Calcutta, May 12.

DEPARTURES.

May.			
16	Abyssinia (s)	.....	.....
	Lochee	.....	.....
	Deveron	.....	.....
17	Khiva (s)	.....	.....
	Satara (s)	.....	.....
	City of Brussels	.....	.....

MADRAS.

ARRIVALS.

May.			
17	Henry Miller	.....	Masulipatam.
18	Meinam (s)	.....	Galle and Pondicherry.
	St. Anne	.....	Pondicherry.
19	Mecca (s)	.....	Cannanore.
	D. of Devonshire(s)...	.....	London.

DEPARTURES.

May.			
18	Meinam (s)	.....	Calcutta.
19	Canada	.....	Calcutta.

DAILY IMPORTS.—MAY 20.

FROM LIVERPOOL.

Celia s—4 cases thread, H Clason and Co.
Vixen s—5 casks paints, Joseph Soares and Co.
Brankszome Hall s—40 casks China clay, S S Narrelwalla.

FROM LONDON.

Galatea s—20 drums soft soap, Ebram Peerkhan.
Timor s—4 cases paper, Byramjee Shapoorjee; 67 casks whiting, M M Mody and Co.; 134 casks alum, J M Moolla; 7 cases needles and 3 cases colour, H Clason and Co.; 25 cases matches, Ardeshir and Co.

DAILY EXPORTS.—MAY 20.

FOR LIVERPOOL.

Khersonese—205 bales cotton, Currimbhoy Ebram; 170 cwts. coir yarn, Sewice Lalljee.
Clive Ghat—500 bales cotton, Vinay and Co; 46 bales cotton, Finlay, Scott and Co; 60 bales cotton, Mohujee Purmanund; 10 bales hides and 2 bales wool, Mohamedbhoy Abdoola and Co; 60 bales cotton, Narrainjee Pursotum.
Khorasan s—60 bales cotton, Dharsee Odhoje; 250 bales cotton, Wallace and Co.
Britania s—65 bales cotton, Dewjee Khanjee and Co.
Hospodar s—102 cwts coir yarn, Shamjee Pudumsee; 200 bales cotton. W and A. Graham and Co.
Cape Comorin s—50 bales cotton, Campbell, Mitchell and Co; 570 bundles myrabollams, Dayall Dharsee.
British Army s—500 bales cotton, Wallace and Co; 200 bales cotton, Breach Cotton Co.
Sirdarvay s—167 cwts. coir yarn, Nanjee Khuttow; 55 bales cotton, Heeralall Chimonram.
Vixen s—7 bales cotton, Meejee Poonja.
Celia s—54 bales cotton, Vubedsee Vundravandass; 26 bales cotton, Mooljee Jaitha and Co; 300 bales cotton, Vinay and Co; 151 Bales cotton, Gaddum and Co; 200 bales cotton, E Spinner and Co; 48 bales cotton, Ramcurun Ramdayal; 100 bales cotton, Govindass Thakersee; 35 bales wool and 100 bales cotton, Jeejee Bhanjee and Co; 50 bales cotton, Jules, Siegfield and Co.
Branksome Hall s—220 cwts coir yarn, and 57 bags ambakhal, Shamjee Pudumsee; 55 bales cotton, Dayabloy Cullianjee; 77 bales cotton, Goculbhoy Mool-hund; 50 bales cotton, Punnett and Co; 157 bales cotton, Nursey Khuttow; 55 bales wool, Tribhoull Chimondass.
Tenedos s—11 bales cotton, Vussonjee Tooljidass and Co; 109 bales cotton, Bhimsey Jaitha; 81 bales cotton, Currimbhoy Ebram; 500 bales cotton, Killick, Nixon and Co; 51 bales cotton, Heeralall Chimonram; 133 cwts coir yarn, Nanjee Khuttow; 37 bales cotton, Vursjlall Luckmanbhoy.

FOR LONDON.

Bokh ra s—10 chests opium, Owen and Ckell; 1 box gold sovereigns, Moraice Moolji; 4 bundles E teeth, Curseondass Nensey; 10 cases beerabole, Joomabhoy Lalljee; 4 bales woolen carpets, Choonilall Manmohundass; 9 cases fishmaws, Mahomedbhoy Roojee; 7 bales hides and 4 bales skins, V R R M Moorgha Chutty and Co; 18 bales skins, Vuss Anns Syed Mohideen Saheb and Co; 18 bales skins and 8 bales hides, Mamedally and Co; 1 bale skins, Shaik Woosman Ally Taragoon Meera and Co; 4 bales skins, Hajee Mahomed Hajee Esmail; 60 cases mother of pearl shells, Abdool Moosa; 2,030 bags coffee, 11 cases cardamoms, F and O Co; 65 cases mother of pearl shells, Fasulla Khakey.

FOR FALMOUTH.

Gona—2,650 bales cotton, Gaddum and Co.

FOR MARSEILLES.

Timor s—4,300 bags groundnuts and 1,180 bags gingellyseed; Ralli Brothers; 200 bags groundnuts, Gaddum and Co; 667 bags coffee, James Mackintosh and Co.
Potentose—750 bags wheat, 3,100 bags groundnuts and 1,500 bags gingelly seed.
Ceylon s—237 bags coffee, P and O Co.

FOR TRIESTE.

Ceylon s—310 bags coffee, P and O Co.

FOR VENICE.

Geelong s—300 bales cotton, Gaddum and Co.
Ceylon s—577 bags, coffee, P and O Co.

FOR HAVRE.

Vinona—140 bales cotton, Goddum and Co.
A S Davis—50 bales cotton, W and A Graham and Co.
Bokhara s—265 bags coffee, James Mackintosh and Co.

FOR DUNKIRK.

Marathon—233 bags linseed, Volkart Brothers.

FOR SUEZ.

Ceylon s—5 robbins pepper, P and O Co.

FOR CALCUTTA.

Alpine—70 bales cotton, Young and Co

FOR HONKONG.

Mongolia s—15 barrels flour, P and O Co.

MILITARY INTELLIGENCE.

ARRIVAL.—MAY 19.

Hawes, Lieut Col, Madras Infantry, on leave, from Manglore.

DEPARTURES.—MAY 19.

Louis, Lieut Col, Bombay Infantry, on sick leave, to Poona.
Nicholson, Lieut Col, Bombay 2nd Belooch Regt, to join to Kurrachee.

MAY 20.

Birch, Capt, Bombay 9th Regt N I, from leave, to Baroda.
Daun, Surg Major, Bombay M D, on leave, to Ahmednggur.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters, Poona, 20th May 1876.

The Head Quarters of the Army will be established at Poona n the 8th proximo.

All correspondence to be addressed accordingly.

The following orders are hereby made the following appointments :—

Colaba Sanitarium—Capt C E Layard, 2nd Bat, 15th Foot, to be Comdt, vice Maj McDonald, 108th Foot, proceeded on Medical certificate to England.

1st Regt Sind Horse—Lt F Abbott, 2nd Squadron Subn, to officiate as First Sqdn Subn.

10th Regt N I—Maj A Durand is confirmed in the appointment of Wing Officer, vice Lt Col Burd, retired.

15th Regt N I—Col G S Morris, 2nd in Comd, to officiate as Comdt, vice Col. Bairrie appointed Comdt 28th N I.

20th Regt N I—Col. T Thacker, Comdt 28th N I, to be Comdt vice Col Bason, retired.

27th Regt N I—Lt-Col A P Davis, 2nd in Comd 29th N I, is appointed to officiate as 2nd in Comd, vice Col Hogg, Offg Comdt, 12th N I.

Col Davis will travel by rail at the public expense.

28th Regiment N I—Col R Baigrie, C B, Offg Comdt 15th N I, to be Comdt, vice Col Thacker, transferred to the 20th N I.

Col Thacker to travel by Dak and Rail at the public expense.

With reference to G G O No 336, 8th instant, Lt Biggs, a probationer for the S C, will rejoin his Regt, the 109 Foot.

Lt Biggs will travel by rail at the public expense.

The undermentioned officer returned to duty by permission of the Secy of State for India, on the 17th May 1876 :—

Lt Col G Nicholetts, S C, Comds, 29th N I on 2nd Belooch Regt.

The undermentioned officers are reported to have passed the required examination in the following languages :—

Rehnehi—Capt M H Nicolson and Lieut W G W Macbay, 27th N I.

Sindhi—Lt W A Broome, 29th N I.

The undermentioned men employed in the Ordnance Dept are promoted Serjts with effect from the date specified against their names under the provisions of G G O No 492 of 1862 :—

Corporal Christopher Walsh, and Corporal William R Parkins, 9th Bde R A, 8th May 1876.

Barrack Serjt J Comer, 1st Batn 6th Foot, Barrack Dept, is remanded to his Regt in the rank of Private.

No 529 Private W J Wheeler, 2nd Batn 15th Foot, employed in the Barrack Dept, is remanded to his Regt.

Serjt Henry Fletcher, Unattached List, employed in the House of Correction, Bombay, will rejoin his Regt, 1st Batn 2nd Foot, in the rank of Corporal.

The following Orders are confirmed :—

Cutch Dist Ord-r—Dated 2nd May 1876, appointing Capt W F Hume, 11th N I., Station Staff officer, Bhuj, vice Lt Penton.

Cutch Dist Ord-r—Dated 2nd May 1876, appointing Lt Col Elder, 2nd in Comd to officiate as Comdt; Maj Dodd, Wing officer, to officiate as 2nd in Comd, and Maj Vibart, S C, to officiate as Wing officer, with effect from the 1st Idem in succession to Col Rae in temporary Command of the Aden Bgde.

15th Foot (2nd Battalion)—Regtl. Order, 3rd May 1876, appointing Capt H E P Thomas, Interpreter to the Batn from the 1st Idem.

21st Regt N I Regtl Order, dated 11th May 1876, appointing Capt J Cooke, Adjt to officiate as 2nd in Comd, 27th addition to his own duties, during the absence of Maj Lyons.

Lt W G W Macbay, Adjt 27th Regt N I, officiated as Wing Officer, in addition to his own duties, from 25th to 31st March 1876.

Lt Col A Barclay, 2nd Wing Subn, 28th Regt N I, from 3rd to 6th March 1876, in extension, preparatory to proceeding on furlough on medical certificate.

(Head Quarters Simla, 6th May 1876.)

The C-in-C in India is pleased to sanction the retirements and to make the following appointments, &c., :—

9th Lancers,—Subject to approval by H M, Capt Richard Chambers is permitted to retire from the Service, receiving such sum as may be awarded him by the Army Purchase Commissioners as the value of his commission, dated 25th April 1876.

1st Battalion 5th Fusiliers—Subject to approval by H M, Capt Henry Evelyn Woodville Preston is permitted to retire from the Service, receiving such sum as may be awarded him by the Army Purchase Commissioners as the value of his commission, dated 27th April 1876.

Capt D G Beamish to be Interpreter, there being no other qualified officer available, dated 6th April 1876.

35th Native Infantry.—Maj A J C Birch, Offg Asst Adjt Genl, Allahabad Division, to officiate as 2nd in Command, vice Lt Col Bowcroft, appointed to the 37th N I, dated 28th April 1876.

[This cancels the appointment of Lt Col W R Martin, Bl Infty, announced in G O C C of the 8th April last, p 163.]

Adjutant General's Department,—Maj R Robertson, Bgde Maj, Bareilly, to officiate as Asst Adjt Genl at Allahabad, vice Birch, dated 28th April 1876.

Capt and Local Maj, E F Angelo 2-1st Foot, Bgde Maj Gwalior District, to officiate as Asst Adjt Ge l, Oudh Division, vice Maj A Schmid, proceeding on sick leave to England.

Quarter Master General's Department—Maj H Helsham Jones, Royal Engrs, to officiate as Deputy Asst Qr Mr Genl, with effect from the 21st April 1876, vice Capt W J Boyce, offg Depy Asst Qr Mr Genl, ordered to Simla.

Brigade Staff—Capt G T Halliday, Offg Station Staff Officer, Delhi, to officiate as Bgde Maj, vice Robertson, dated 28th April 1876.

Capt and Local Maj G W Smith, Bgde Maj, Meean Meer, is transferred to the Rohilcund Dist, at his own request.

Capt G T Halliday, Offg Bde Maj, is posted to Meean Meer.

Convalescent Depot, Murree—Maj (Local Lt Col) W D Shipley, 40th Regt, to be Comdt, vice Trydell, who has completed his tenure of command, dated 29th April 1876.

Local rank is assigned to the undermentioned officers :—

Royal Engineers—Lt F V Corbett to be Capt from the 15th Jan 1876.

Lt J W Ottley to be Capt from the 15th Jan 1876.

1st Battalion 5th Fusiliers—Capt H E W Preston to be Major from the 9th Nov 1875.

Medical Department, British Service—Surgn Maj J T M Symons, M D, R A, to rank as Surgn Maj from the 8 h Dec 1869.

Surgn M Cogan to be Surgn Maj from the 31st March 1876.

Maj A G Owen, 2nd Squadron Officer 19th Bengal Lancers, is permitted to visit Dalhousie and Simla, instead of Cashmere, on the leave granted to the Squadron, dated 29th April 1876.

Surgn R Harvey, M B, in joint medical charge of Simla, is directed to afford professional aid to the detachment 2nd (Prince of Wales' Own) Goorkhas at the station, dated 29th April 1876.

The nine months' leave to England, on private affairs, granted to Lt D A Campbell, 108th Foot, in G O C C of the 8th April last, is cancelled at that officer's request.

The undermentioned officers have leave of absence :—

3rd Hussars—Capt C E Nettles, to England, from date of embarkation, to appear before a medical board.

Lt R H Dickson, to England, from date of embarkation, to appear before a medical board.

8th Lancers—Capt R Chambers, to Darjeeling, from the 25th April, pending retirement from the service.

1-3rd Foot—Capt W E R Kelly, to Bombay, for thirty days from date of availing himself of it, to appear before a med cal board.

Lt A E Ommanney, (Instructor of Musketry,) to England, from date of embarkation, to appear before a m dical board.

Paymaster F B Forster, to England, from date of embarkation, to appear before a medical board.

66th Foot—Capt J T Ready, to remain in England, from the 1st Nov 1876 to the 1st Feb 1877, on urgent private affairs, in extension of the leave granted him in G O C C of the 2nd Oct 1875, p 550.

92nd Foot—Maj G H Parker, to England, from date of embarkation, to appear before a medical board.

108th Foot—Surgn Maj W H Pollard, to England, from date of embarkation, to appear before a medical board.

Staff Corps—Col J Stephenson, (Comdt 7th N I) to the port of embarkation, for thirty days from date of availing himself of it, preparatory to furlough, to Europe on private affairs.

Maj L H Williams, (Comdt 14th N I) to Murree and Cashmere, from the 1st May to the 31st Oct on Medical certificate.

Bengal Infantry—Lt Col L E Evans, (doing duty at Umballa) to Simla and adjacent hills, from the 10th May to the 10th July, on private affairs.

Addendum—To the G O C C of the 9th March 1876, page 85, appointing Capt G B St vens, 1st Wing Subn 15th N I, to officiate as Wing Officer, and in addition to his other duties.

(Head Quarters, Simla, 8th May 1876.)

The C-in-C in India is pleased to make the following appointment :—

20th Native Infantry—Lt W O Harris, 1st Batn 17th Regt, a candidate for the S C, to officiate as 2nd Wing Subn, on probation, dated 2nd May 1876.

Capt F W Cranston, General List, Infantry, late Station Staff Officer, Benares, is attached to the 2nd N I, for duty.

The appointment of Capt B Wemyss, as 1st Wing Subn 41st N I, announced in G O C C of the 8th April 1876, p 157, had effect from the 31st March 1876

The following Orders are confirmed :—

Allahabad Division Order, dated the 20th April 1876, directing Surgn H P Yeld to take medical charge of the 15th Bl Cavy, vice Surgn Maj r W H Adley.

Lucknow Division Order, dated the 22nd April 1876, directing Surgn Maj W H Adley, 15th Bl Cavy, to take charge of the office and duties of the Depy Surgn Genl, Indian Medical Dept, Lucknow circle, on the 1st May 1876, vice Depy Surgn Genl R W Cannon, M B, proceeding on leave.

Sitapur Station Order, dated the 12th April 1876, directing Surgn J W O'M Martin, M B, to take over medical charge of the 19th Bgde R A, in addition to his other duties, on Surgn Maj W Jay, proceeding on leave.

Nagode Station Order, dated the 24th April 1876, appointing Capt F J F Monro, 11th Mad N I, to be Station Staff Officer, with effect from the 17th idem, vice Lt Col W H G Palmer, appointed to the 2-9th Mad N I.

10th Hussars—Regtl Order, dated the 18th April 1876, appointing Capt B A Combe to act as Interpreter, with effect from the 1st idem, vice Lt W F Montresor, proceeded on duty to the Landour convalescent depot.

11th Hussars—Regtl Order, dated the 21st April 1876, appointing Lt J D H Stewart to act as Interpreter, with effect from the 15th idem, vice Lt J C Kinchant, proceeded on general leave.

1-3rd Foot—Regtl Order, dated the 8th April 1876, appointing Sub-Lt B P Holmes to act as Adjt, with effect from the 29th Feb 1876, vice Lt and Adjt G A Colvill, deceased

Dated the 17th April 1876, appointing Lt R G Kekewich to act as Adjt, with effect from the 10th idem.

2-60th Foot—Regtl Order, dated the 15th April 1876 appointing Lt F S Marsham to act as Adjt, vice Lt and Adjt T S Clarke, proceeded on sick leave to England.

1st Bengal Cavalry.—Regtl Order, dated the 24th April 1876, making the following appointments, with effect from the 1st idem, viz Maj G Thomson, 2nd Comdt, absent on furlough :—

Maj A R Chapman, 2nd Sqdn Officer, to officiate as 2nd in Comd and Sqdn Officer.

Capt M Clementi, 3rd Sqdn Officer, to officiate as 2nd Sqdn Officer.

Lt G G Dawes, 2nd Sqdn Subn, to officiate as 3rd Sqdn Officer, in addition to his other duties.

12th Bengal Cavalry—Regtl Order, dated the 24th April 1876, making the following appointments, with effect from the 8th idem, consequent on the return from furlough of Capt H C McNair, 2nd Sqdn Officer, and assumption by him of his appointment as officiating 2nd in Comd, vide G O C C of the 10th Feb 1876, p 98 :—

Capt J H Green, 3rd Sqdn Officer, to officiate as 2nd Sqdn Officer.

Lt H Egan 1st Sqdn Subn, to officiate as 3rd Sqdn Officer.

15th Bengal Cavalry—Regtl Order, dated the 15th April 1876, making the following appointments, vice Maj W Musgrave, 2nd in Comd, proceeded on general leave :—

Capt R Atkins, 3rd Sqdn Officer and Offg 2nd Sqdn Officer, to officiate as 2nd in Comd and Sqdn Officer.

Capt R W Apperley, 1st Sqdn Subn and Offg 3rd Sqdn Officer, to officiate as 2nd Sqdn Officer.

Lt F R Dittmas, 2nd Sqdn Subn and Offg 1st Squ Subn, to Officiate as 3rd Sqdn Officer.

Cant A L E H Holmes, attached, to Officiate as 1st Sqdn Subn.

20th Native Infantry—Regtl Order, dated the 23rd April 1876, making the following appointment, consequent on the return from fur ough of Capt W H Meiklejohn, Qr-Mr.

Capt W H Meiklejohn, Qr Mr, to officiate as Wing Officer, in addition to his other duties vice Maj J Bartleman, absent on furlough

Lt L B Irwin, 1st Wing Subn, to officiate as Adjt, in addition to his other duties, vice Capt G M D Hill, Offg as 2nd in Command.

41st Nat ve Infantry.—Regtl Order, dated the 31st March 1876, making the following Gpt n Venyes, 1st Wing Subn, to officiate as Wing Officer, in addition to his other duties, vice Capt V W Tregear, Wing Officer, Offg as 2nd in Command, consequent on the absence on furlough of Maj W C B Ryan.

The undermentioned officers have leave of absence :—

51st Foot—Col S A Madden, from the 2nd to the 14th October next, in extension of the leave granted him by G O C C 6th Nov 1875, p 579.

British Medical Service—Surgeon J Anderson (attached to A Battery, A Bgde, R H A) to the port of embarkation, for one month from date of availing himself of it; and thence to England, for six months from date of embarkation, on urgent private affairs.

(Head Quarters, Simla, 9th May 1876.)

The C-in-C in India is pleased to sanction the retirement, and to make the promotion and appointment as follows :—

2nd Battalion 12th Regt—Lt Col John McKay, having completed the qualifying period of service for the rank of Col, to be Col by Brevet, under the provisions of the Royal Warrant of the 27th Dec 1870, subject to H M's approval, dated 1st May 1876.

55th Regiment—Subject to approval by H M, Capt Osborne S Delano Osborne is permitted to retire from the Service, receiving such sum as may be awarded him by the Army Purchase Commissioners, as the value of his commission, dated 4th May 1876.

56th Regiment—Lt Daniel Alexander Blest to be

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

THE KHYBER PASS.

LAHORE, 20TH MAY.

The Khyber Pass is reported to be re-opened.

A CORRECTION.

Hirdas Narsinsingh, the petitioner referred to in Reuter's London telegram of 17th instant, is unknown here. The local paper thinks that Ramsing Kuka, the high priest deported to Burma, is meant.

SIMLA NEWS

SIMLA, 21ST MAY.

The Horticultural Exhibition was held yesterday afternoon in Mr. Hume's grounds. The weather was beautiful. The specimens exhibited were very few but of a superior kind, and a large number of people were present. The Viceroy's band played selections of music during the afternoon.

The pecuniary value of the prizes is ridiculously small and they are chiefly taken by Mr. Peterson and Dr. Cunningham.

The Viceroy, Lady Lytton, and Colonel and Mrs. Burne spend to-day at Mushobra, returning to-morrow.

SATURDAY'S "GAZETTE OF INDIA."

THE BOMBAY MINT.

SIMLA, 20TH MAY.

It is notified that the Bombay Mint shall henceforth be under the direct administration of the Government of India, who consider that whatever of local character the Mint formerly had has now ceased, and that there does not seem to be any advantage in the interposition of the local Government between the Bombay Mint Master and the Government of India, to compensate for the inconvenience involved in such an interposition. The success of the Mint administration by the Bombay Government is at the same time cordially acknowledged.

Lieutenant Rose, of the 34th Foot, is appointed extra Aide-de-Camp to the Viceroy.

Lieutenant Haynes, first grade Assistant Engineer, is appointed Acting Deputy Consulting Engineer to Government, vice Major LeMesurier, on leave.

Colonel Clay, of the Madras Light Infantry, officiates as commandant to the Resident's escort, vice Major Campbell.

Mr. Ridsdale, of the Bengal Civil Service, is appointed Secretary to Chief Commissioner of Assam.

The Nawab Nazim's Debts Commission is declared to be dissolved.

[REUTER'S TELEGRAMS.]

SIMLA, 20 2H MAY.

The *Gazette* publishes a resolution of Government, placing the Bombay Mint under the direct administration of the Government of India. Its importance, relative to the Calcutta Mint, being much increased by the opening of the Suez Canal, and its functions being now considered imperial and affecting the interests of all India; the pay of the Mint Master at Calcutta being fixed at Rs. 3,000 and at Bombay at Rs. 2,000.

The Secretary of State has sanctioned the recommendation of the Government of India that henceforth the senior Mint Master shall receive the higher pay of whichever Mint he has charge.

The *Gazette of India* dissolves the commission on the Nawab Nizam's debts.

THE CITY CORPORATION'S ENTERTAINMENT TO THE PRINCE OF WALES.

LONDON, 20TH MAY.

The banquet given in honour of the Prince of Wales's return from India by the Corporation of the City of London came off last evening at Guildhall, and was a most brilliant affair. Covers were laid for 500 guests. His Royal Highness, replying to the toast of the evening, said that he looked back to his visit to India with the greatest gratification, and, although his stay in that country was unhappily only a short one, he had gathered much valuable knowledge, his reception by all classes had been of the kindest and most hospitable description, and his own feelings could not sufficiently thank the Native Princes and peoples of India for the manner of his reception; indeed the kindness of such a reception had left a lasting impression on his memory, and he felt sure it was a sign that the Indian Empire was not disloyal to the Queen. In concluding his speech His Royal Highness made a complimentary allusion to the native troops.

The guests at a splendid ball, which followed in the grand pavilion specially erected in the Guildhall yard, numbered 5,000.

DEPARTURE OF THE QUEEN FOR BALMORAL.

LONDON, 20TH MAY.

Her Majesty the Queen has left Windsor Castle and proceeded to Balmoral.

THE MURDERS AT SALONICA.

VIENNA, 20TH MAY.

The French and German Consuls who were murdered in a mosque at Salonica were buried with much pomp at that town yesterday.

THE TROOPSHIP HIMALAYA.

ALEXANDRIA, 19TH MAY.

H. M. Troopship Himalaya has passed through the Suez Canal, homeward bound.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 19TH MAY, NOON.

Total Week's Sales of Cotton....	50,000	bales.
Do. Amount forwarded.....	8,000	do.
Do. Week's Sales of Surats....	9,000	do.
Do. Amount forwarded.....	1,000	do.
Do. Week's Imports of Cotton..	49,000	do.
Do. do. Surats....	20,000	do.
Do. Stock of Cotton 1,000,000		do.
Do. do. Surats 105,000		do.
Do. do. Cotton in London..	57,000	do.

Surats during the week have been freely offered.

LONDON, 19TH MAY.

The Liverpool Cotton Market closed dull. Surats dull.

The London Cotton Market has been dull.

Fair Dhollera..... 4¾d.

The Manchester Market has been very dull.

7 lbs. Shirtings	6-4½.
8¼ lbs. do.	7-4½.
40's Mule Twist	0-10½.
3 per cent. Consols for account	96⅜.
Bar Silver	52⅜.

STEAMER REPORTS.

GALLE, 21ST MAY, 8-25 P.M.

Mail steamer Gwalior, from China, arrived.

WEATHER REPORTS.—21ST MAY.

CARNARVON, 5 P.M.—Weather clear, wind N., thermometer 36.

CARWAR, 5 P.M.—Weather, fine; wind, N.W., thermometer 85, barometer 30·7.

VINGORLA, 5 P.M.—Weather cloudy; wind S. W., thermometer 95.

MR. E. B. EASTWICK, after collecting information for his new edition of Murray's Guides for India, leaves for England by to-day's mail.

THE directors of the Bank of Bengal, at their meeting on Thursday, reduced the rates of interest and discount one per cent. all round.

SIR STUART HOGG is indisposed, and has been compelled to leave Calcutta and proceed to Madras for a few days, for the benefit of his health.

At a meeting of the directors of the Bank of Madras, held on Wednesday evening, the rates of interest on loans and cash credits were reduced one per cent.

THE return of the Bhamo escort with the Grosvenor party is likely to be beset with increased difficulties as, according to the Rangoon papers, the rains have now fairly set in, from Wednesday, the 10th instant.

DURING the week ending the 13th of May, 4,248 bales of cotton were sent from Berar and Central Provinces to Bombay, making the total for the season 222,265, or 80,604 bales less than in the same period last year, and less than any year since 1871-72 when the total was 180,876.

IT is stated by a Madras paper that the Government have telegraphed to the Secretary of State for India to request Mr. Parkes to come to Madras for three months to watch the effect of the action of the surf on the concrete blocks to be shortly laid, and to submit a report on the subject.

IT is said that the Indian League is going to convene a public meeting in Calcutta in connection with the assumption of the title of Empress by the Queen. The object of the meeting we presume, says the *Amrita Bazar Patrika*, is to lay the wants of the country before Parliament in the shape of anad dress to the Queen.

THE *Rangoon Gazette* states that a report of the intention of some of the hill tribes to commit a raid on our territories in the neighbourhood of Kyoukphyoo having come to the ears of the authorities in Arakan, Col. Davis, the Deputy Commissioner, and Mr. Hannay, the Officiating Superintendent of Police of Akyab, had proceeded towards the threatened quarter to enquire into the truth of the report and to adopt if necessary punitive measures.

CHOLERA has, it is said, again broken out in Negapatam, and is epidemic in Tranquebar. The re-appearance of the disease in these districts after the severe visitation they have already endured, is very puzzling, remarks the *Madras Times*, and the fact may lead to a reconsideration of some of the prevalent theories as to the spread and prevalence of cholera. Such revisitations are inconsistent with all past experience, and invite investigation on the subject *de novo*.

THE *Agra Akhbar* of the 10th instant, a Punjab paper, learns from Muttra that a native by name Abdul Rasaq, while in a state of insanity, seized a sword from a chowkidar and wounded twenty-three persons, amongst whom were a private and his wife who went to the bazaar to buy provisions. Two men have since died and the rest lie in hospital. We are told that it was with great difficulty the man was arrested, and that it was only with the assistance of some soldiers who were called from barracks that he was secured. The man is now awaiting trial.

IT may interest some of our military readers to know that the new field regulations for the German infantry have just been published. They differ, we are told by the *Englishman*, from the earlier ones in this respect, that they assume the battalion, in triple formation, as the unit in the disposition of the army in the field. Hitherto the battalion has been formed practically in two lines. The battalion is never to be formed in column, company columns being the largest permitted. In encounters with cavalry squares are allowed, but not prescribed, since it has been proved that infantry can very well meet cavalry in line.

THE Bombay Postmaster has made some very important and accommodating changes, to come into force on the 1st June, in the hours of posting letters for the inland mails. The "after packet" arrangement is to be abolished and an hour and a half will be thus gained by the public. For instance the latest hour for posting letters for Calcutta is now 3-30 p. m.; on and after the 1st of June next the hour will be 4-50 p. m. and similarly for other inland mails. In addition to this accommodation a post office will be established at the Boree Bunder Station where letters and papers may be posted without fee up to 5 minutes of the departure of the trains. These changes will be duly appreciated by the public.

THE returns relative to the revenue of the colony of Ceylon for the first quarter of the present and past years, show a heavy decline on some of the items, and although it is stated by the Acting Auditor General, that a portion of the decrease arises from the fact that a certain amount of revenue of the last month of 1874 was brought to account in the first quarter of the following year, this does not by any means account for all the deficiency. The items which make up the total decrease, viz. Rs. 472,857, are land sales, land revenue, postages and railway receipts. For the first and last we were quite prepared, says the *Ceylon Times*, so many surveyors having been detached for special duties, and the shortness of the coffee crop fully accounting for the decrease of Rs. 157,000 under this head. It is on the other hand satisfactory to note that an increase is shown under each of the items of customs, licenses, stamps, sale of Government property, chiefly salt, reimbursements, and miscellaneous, all of which make up a total of Rs. 219,975, leaving a balance of deficit amounting to Rs. 252,882.

THE following instance of legal injustice is taken from *Indian Public Opinion*, published at Lahore:—"Another victim has fallen to our legal system. It may be remembered that some years ago we greatly interested ourselves in the case of Jai Chand, son of Gouri Shah of Batala, who from a state of great affluence fell into beggary in consequence of an execution of decree, now admitted to have been obtained or carried out in an improper manner. Mr. Boulnois, to his credit be it said, seemed to take an interest in the matter, but nothing could be suggested beyond an appeal to the Privy Council, and to do this Jai Chand had not the means. He died a few days ago of starvation at Umritsur, whilst his brother wandered disconsolately about to beg for a sufficient loan or gift to buy the wood wherewith to burn the dead body. The brother now constantly passes and repasses the houses and other property, of which law, which is not justice, has deprived him, and we trust that he feels the advantage of his rights having been sacrificed to technicality and routine, the combination of which is sometimes synoymous with the "impartial administration of British justice."

THE *Rangoon Mail* states that on the 5th instant the Blair Drummond arrived at Rangoon from Rio Janeiro, with 18 men of the French ship Victorine whom she picked up at sea seven days after leaving Rio. The men appear to have been some 14 days exposed in an open boat and to have suffered great privations. When seven days out from Rio, or on the 6th February last, she picked up, from a ship's boat the 18 men alluded to, who stated that their vessel belonged to Bordeaux, had loaded some 2,000 tons of guano at Pamblon del Pica, consigned to St. Nazare. That she carried a crew of 38; master's name Cardio. She sprung a leak in a gale encountered on the third day out which all efforts failed to stop, and they abandoned the ship after pumping three days and nights, with 18 feet in the hold, and saw her sink just after leaving in two boats; one with the master and 18 hands, and the other with Mr. Jannin the mate, who was unfortunately drowned, and the 18 men saved by the Blair Drummond after being fourteen days in the boat, and in a most emaciated condition. We are assured that every possible attention to the necessities of the sufferers was paid by those who rescued them. Great apprehension exists as to the safety of the occupants of the other boat.

WITH respect to the appointment of Mr. Birch as Lieutenant-Governor of Ceylon, the *Ceylon Times* says:—"The meaning of this we take to be that, inasmuch as Mr. Birch had previously held the commission of Officer Administering the Government only, which gave no substantive rank and precedence except whilst it was in force, he will now at all times and on all occasions take the precedence immediately after his Excellency the Governor by virtue of his gazetted appointment. Since the time of Sir Charles MacCarthy no Colonial Secretary has held the Commission of Lieutenant-Governor, any acting appointment during the absence of a Governor having been that of Officer Administering the Government. It must not be supposed that the fact of Mr. Birch's appointment having been gazetted implies anything more than we have stated; it will not in any way affect the present relative positions of the Governor and his Chief Executive Adviser. It appears that in addition to any question of precedence that may have been settled by the appearance of Mr. Birch's name in the *Gazette* as Lieutenant Governor, there is an incidental advantage, trifling in itself but still worth having in rememberance some day, arising out of this public notification. The appointment of this Lieutenant-Governor is, without doubt, but the prelude to further promotion, and when in the course of time the Hon'ble Mr. Birch retires on the pension which he will doubtless have earned with credit to himself, it will date back from the day on which this notice appeared in the London *Gazette*.

THE Lahore paper publishes the following:—"A tale of real love comes from our law courts. A proud Mussalman, calling himself a Rajpoot, although no true Muhammadan dare have a caste, had a daughter for whom nobody was worthy in his opinion. She burst into full womanhood, wasting her sweetness on the desert air, when she fell in love and eloped with a gardener's son. The happy pair were married, somewhat informally, before a friendly Lumberdar and his 'Bhai,' and it is also said that they appealed to the moon and stars as witnesses. These cannot be now called into Court, for the course of true love, which never did run smooth, was in this case also not untrue to its tradition. They lived in perfect happiness and never quarrelled, although they had been married fully six months, when the enraged parent accused the gay Lothario of abduction, took away daughter from him, and engaged her to a boy twelve years old. Now it seems to us that the whole thing is a farce. In the first place, there is no caste among Muhammadans, and in no other respect can the marriage in question be called a *mésalliance*. In the second place, in a country where 'Chadar dalna' is a sufficiently formal recognition of the sacred tie, the living together for so many months of the happy pair within the knowledge of the husband's acquaintances, at all events, ought to be at least as valid as a Scotch marriage; and, lastly, the absurdity of the parent's claim is sufficiently shown by the betrothal of a woman of three and twenty (ladies are said not to overstate their age) to a boy of twelve. In the meanwhile, the disconsolate Rajpoot beauty yearns for the deserted gardener, who in dire distress calls on heaven, the 'hakims' and sympathetic souls for redress, and enacts for their edification the story of 'Lsila and Majnun.' Will the Courts have mercy, and restore her to him, or will they give her to the boy of twelve years of age."

PASSENGERS BY THE HOMEWDRD MAIL.

THE P. & O. Co.'s S.S. Bokhara, Captain W. D. Anderson, will sail to-day for Southampton via the Suez Canal with the English Mails and the following passengers:—

FOR SOUTHAMPTON.

Dr and Mrs T B Johnstone
Mr and Mrs H J Parsons and infant
Col Moxon
Mr E B Eastwick, C B
Mrs Birch and two children
Dr and Mrs John Murray
Mr Charles Jones
Mr C B Bean
Mrs H M Birdwood and child
Sir Charles H Reade, (Bart)
Mrs Potts and two sons
Miss Abbott
Mrs Oldfield
Mrs Malone and three children
Mr and Mrs Pollock
Mr Brock
Mr and Mrs Bradley
Dr Friend Lewin
Mr A Macdonald
Mr John Mackay
Surg-Major Clark
Major Hore, R A
Lieut F J Palmer, R N
Mr Laynas
Mrs Thomson
Mr J H Lyons
Mr G H Warwick
Mr T P Clark
Lieut R T Orpen
Mr Gibbon
Mr R T Taylor
Mr E Van Glehn
Mr and Mrs Owen Tomlinson and two infants.

FOR BRINDISI.

Mr W Lee-Warner
Rev R C W Ruban
Mr T J P Jeffery
Mr J Neuberg
Mr M B Manuel
Col Howes
Col Gillilan
Capt T Dawes
Mr Spencer Astley
Mr H Mann
Miss Mann
The Rev H P Boerrsen
Mr R D Bayley,

FOR VENICE.

Mr R L Campbell
The Hon'ble Mr Justice West
Capt F Wise
Mr J Geddes
Mr G Thom
Mrs Atkinson
Major Trevor
Mr John Y Laing
Mr C A Winter
Mr E W West
Mr Shaw
Mr Pomeroy
Mr Chas Langley Bell
Major Hills
Mr R Foley.

FOR ADEN—Mrs H W Geiger.

THE IMPRESSIONS OF A TRAVELLER WITH RESPECT TO SACRED AND SECULAR MATTERS ON THE G. I. P. R.

(FROM A CORRESPONDENT.)

CENTRAL PROVINCES, 15TH MAY.

I HAVE been intending to write you for some time—but "better late than never"—about a little trip of mine by rail, a month or so ago.

I left Bombay by the mail train at 5-30 P.M. I did not think of having my dinner before I left, it being so early in the evening, and supposing time would be given at some station on the railway for refreshments before next morning.

On arrival at Callian, I think it was, I enquired if there was any dinner to be had, but was informed such would be ready at Egutpoora on our reaching that station. I therefore had to content myself with a "brandy-and-soda" and a cigar, to stop the cravings of inward man, and took my seat again in the carriage. After the train had again started I fell asleep, dozing off and on, during the following two hours or more, until I was roused by others, in the compartment with me, getting out, and the tapping of wheels. I jumped up, looked out "a large station! must be Egutpoora! here's for some dinner!" I stumbled out of the carriage, more ran than walked to where I saw a board, indicating where the refreshment-room was, and asked to first wash my hands, was shown to the lavatory, and I do not think I was scarcely two minutes taking off the thick of the dust when I returned and sat down at the dinner-table. There was not an overplus of waiters, and, after almost entreating a few of those "boys" to give me something to eat, managed to get the leg of a small fowl. After assisting myself to vegetables and bread and fast as the contents of a bottle of claret ordered had been poured into my glass. Some railway officials came to the door of the refreshment-room, and asked us all to take our seats quickly, as the train was about to start.

Misery! I had'nt had time to eat a morsel; nor had I lost much time; if I had, I tried my best to make up for it in the next half minute, tearing away at that leg of a fowl, managing to get one or two mouthfuls of it, seized the piece of bread next me, drank my claret at a draught, and, after paying Rs. 2 odd for my comfortable (?) and delightful (?) dinner, just managed to get into the train before it moved. I was not the only one both dissatisfied and annoyed; one and all at the table were of my opinion, for it looked extremely as if everything was delayed by the refreshment-room people, as much as possible, so far as serving one with eatables was concerned, not so with the drinkables, though, in order, I suppose, to get our money without giving us time to eat much, leaving plenty for breakfast next morning.

I have since learnt that no time is allowed at Egutpoora for dinner, which I unfortunately did not know when I was there last, the train stopping about ten minutes only. If such is the case, I really think the railway authorities should either allow another fifteen minutes stoppage, or that they should discontinue to have dinner prepared. For when passengers see meals spread out at station refreshment-rooms they imagine, on going in and paying for what they have, time will at least be afforded them to eat something. The mail does not reach Egutpoora till after 10 P.M., an ungodly hour for dinner, and I daresay if the matter were represented to those concerned, it could be arranged for dinner time to be given at Callian, where I expected to find some. The train from Poona meets the north-east mail there, and passengers from both trains could be accommodated at 7-30 P.M., or threabouts; the time the trains arrive is a very reasonable hours to dine, and would suit most people. For the future I shall not forget before I take the mail again from Bombay to have either a hearty tiffin late in the afternoon, or an early dinner, before starting.

I have, since the time referred to, been travelling in the Central Provinces and Khandeish. I was at a place called Nandgaum some weeks ago, and in conversation religious matters were discussed, and amongst other things I was told that the residents there had for ever see a clergyman, such loss, I hear one, from one year's end to another, that Sunday is consequently no different from any other day, and very rarely remembered, when it comes. The same implies to the next station, Munmar, I believed, where I hear that there are one or two senior railway officials, and it is a wonder these gentlemen do not rectify the grievance if possible. Between the two stations there were, from what I could see, a great number of Europeans residing there, and in the latter, I hear, there are several English families but and yet there is no pastor to visit them now or preach to them on a Sunday.

A Roman Catholic priest, I was informed, visits these places once a week, or perhaps a fornight, to look after the welfare and conduct of what Pourtuguese or R. C. servants and others there may be, and I think it a shame that there should be so many Europeans in both places and no one to tend them. From what I know I think the railway authorities have provided clergymen for the benefit of their employes who reside at different large stations along the line, having a district each, over which they are supposed and paid to travel and preach at different periods. This apparently is not done by the one attached to that to which I allude. If a Sunday cannot be spared, the opportunity of a Saint day might be taken to visit these small stations and hold a short service even. Goodness knows, but that we Europeans are tempted enough to forget the Sabbath out in this country. Even when in Bombay or other large town, where there is every facility to go to Church, and it must therefore require perseverance and constant watching to keep the seventh day as it should in an up-country station, where every-day life is the same; work is carried on Sundays as well as weekdays, and no church to go to, or the sight of a clergyman to remind one that they have a life and soul to save.

It is very hot here now, and has been for the last six weeks. Very high winds which during the last two or three days have been cooler. At Julgaum and Pachora the thermometer has been up to 108deg. in the shade, at Bhoosawl it was 110deg. Travelling to Nagpore by the slow mixed train is almost unbearable now; close carriages, hot winds, and dust make one feel as dry and hard as a parched pea. They have had a little rain during the past week at Kujgaum and Chaligaum, and it is expected that we shall have an early monsoon this year. I hear it has never been known to be so hot in Jubbulpore as it has been, and is this season. Bangalows are cooler inside there owing to khuskhus tatties at every door and window, which, though easily obtained at Jubblapore, are considered luxuries in Khandeish.

I cannot vouch for particulars as given by me, being precisely correct as they are only such as can be gleaned by.

A TRAVELLER.

A PROFESSIONAL POISONER IN THE CENTRAL PROVINCES.

(FROM OUR OWN CORRESPONDENT.)

WE have been fortunate enough to obtain from our special correspondent some particulars relative to an affair which is creating a good deal of excitement in the Central Provinces and Berar. It is the apprehension of a professional poisoner who by his own confession has been guilty of sixteen murders within the last four years. The man is a Mahomedan of the Borah class, Kabdur by name, a native of the town of Soonvale in the Zillah of Rampooree, within the native territory of Oojeen, not far from Indore. Kabdur is a well-to-do man, about forty years of age, and his father possesses some property in Soonvale. He is one of those, however, whose cases go to disprove the theory that civilization makes men good; for eleven years and a quarter of his life have been passed in prison, and he gives fair promise to end on the gallows a career begun, it is to be presumed, with many advantages but pursued without fear of God or regard for man. His first experience of jail life, as far as has been discovered, was in the House of Correction here in Bombay, where he got hard labour for a year in 1861 for some theft or robbery committed during a visit to this city. After his release on that occasion he seems to have travelled about the Presidency without any definite end in view or any laudable habits in practice till he once more fell into the hands of justice for thefts committed at the Myjee Fair, and was incarcerated for another year in the Dhoolia jail. He next turned up in Berar, where his malpractices caused him to be an inmate of the Akola and Oomraottee jails for various periods amounting altogether to about eight years. He was eventually released in June 1872, and he seemed then to have had enough of jail life, for he successfully kept himself clear of any more such charges as had long established him in the ranks of "old offenders."

But almost immediately after Kabdur's liberation in 1872 there began a series of crimes which baffled the police of both the Central Provinces and Berar till about April 1874, when they ceased. Carts and bullocks started on journeys from Khundwa, Nursingpoor, Bholanpoor, Pathoor, Nandoora, and other places, but never returned. More than once the dead body of the missing driver was found by the side of a lonely path in the jungle, but so far advanced in decomposition as to be totally unrecognizable; and for some time it was impossible to say that the persons whose bodies were so found had not died from natural causes. These mysterious occurrences, after ceasing for a year, began again early last year. Complaint after complaint was made of a man with his cart and bullocks having started on a journey and never been heard of again. But nothing could be learned to explain why they had not reached their destination. At length it was noticed that Kabdur Borah was the name given by various parties as that of the person who had hired a cart which had disappeared; and this clue being followed out, a circular was issued, not many weeks ago, for the arrest of a man answering to the name and description of Kabdur Borah. Before long the man wanted was arrested at Kamptee, and readily recognized by the relatives of more than one carter whom he had taken away on an ill-fated journey. It deserves to be noticed that although such a notorious character, his arrest took place under the most ordinary and commonplace circumstances, for he was in the custody of the police on a charge of some trifling character when the terms of the Inspector General's circular led to his being suspected as the very man wanted. At the time of his arrest he had arsenic on his person.

The important part of the story now began to come out. When the Borah saw that his conviction was clear beyond all hope of escape, he made a clean breast of his crimes and informed upon two men as his accomplices. Since then he has been rendering the police much assistance, even to the length of pointing out where the bodies of his victims lie buried, as if he were anxious not to leave this world without clearing everybody else of all suspicion of crimes chargeable on himself. He, in the first instance, made a formal confession, according to which he took to systematic poisoning, as a means of livelihood, as soon as he came out of jail in 1872, and the reason of his suspending operations in 1874 was that he then paid another unlucky visit to Bombay and so quickly committed himself that he had to appear before the Criminal Sessions and was compelled to prolong his stay here far beyond the time that he intended. Kabdur's plan of operations was to go to a town and give out that he wanted a respectable-looking cart to take him to a distant place to see his relatives or on business of some kind. He always selected a good cart and good bullocks, the property of a man of a better class who was likely to carry money about with him, and he made the fatal mistake of giving his correct name at every place he went to. Having started on his pretended journey of twenty, thirty, or even fifty miles, he chose some quiet part of the road to administer arsenic to his unsuspecting companion, the driver. This, if the latter was a Mahomedan, he would have no difficulty in doing, as the two would probably take their evening meal together; and if the driver was a Hindoo, the murderer either offered him some poisoned sweetmeat or watched an opportunity to sprinkle arsenic over the flour the poor man was about to make into *chuppatties*. The villain then composedly looked on while his victim first complained of pain, then became too ill to drive his bullocks, and finally lay down on the roadside and died in agony. He then stripped the body of whatever valuables there were upon it, and either threw it down in the jungle or buried it under the ground, and taking the dead man's place upon the cart, drove to some town or village where he was not likely to arouse suspicion, and disposed of the turnout for, say, fifty or sixty rupees. In his confession Kahdur relates the particulars of thirteen murders he thus committed in Berar and the Central Provinces, and several of these are cases that have baffled the police for two or three years past. But there are several besides which he has admitted since his confession was taken down. We are told that there is considerable excitement wherever he is taken, the inhabitants turning out in numbers to see the fiend who has been working so subtly and so fatally among them. Moreover, apprehension has so seized the people in some districts that it is feared there may be difficulty in procuring carts to go long journeys for some duty in procuring carts to go long journeys for some duty to come. The Borah himself is as cool as if he had never done a wrong thing in his life, and opens up the narrative of his crimes with less emotion than the police detectives he is assisting. He is now at Nursingapoor under trial for a murder committed at that place.

We have said that Kahdur, on his arrest, gave up the names of two men who he said had been his accomplices. One of these, a Bunnia named Heeralall, and an old jail bird, was, it appears, arrested without trouble in his own shop at Khamgaum. The other, a Mahomedan, is, we believe, still at large. Heeralall has confirmed a good deal of his principal's story, and has confessed to two murders committed by himself, but there are also great discrepancies between the account of the two men. The Bunnia was first let into Kahdur's secret only to help the latter in procuring poison and in disposing of the carts and bullocks; but it appears that, seeing the profitable nature of the enterprize, he had begun work on his own account. If this fact could be established, it would probably turn out that there were more than two accomplices engaged, and that a gang of professional poisoners was in course of being organized. Altogether the affair is one of the most serious that have come to light in the history of crime in India since the suppression of Thuggeeism.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 19th May 1876.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected - 32 deg. Fah	29·845
Temperature of the Air	85·5
Wet Bulb Thermometer	77·9
Dew Point	75·2
Relative humidity of Air	0·717
Extent of cloudy sky (the whole sky clouded=3).	3·8
Maximum temperature of air (read at 9-30 a.m. on following day)	90·2
Minimum do. do	79·3
General Direction of wind	WNW, NW, N. ESE, W. WNW.
Movement of wind in 24 hours	338

"BERKELEY, September, 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent, Mr. Bell, Berkeley, for the above-named pills for a pain in the stomach, from which I suffered excruciating pain for a length of time having tried nearly every remedy prescribed but without deriving any benefit at all. After taking two bottles of your valuable Pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, HENRY ALLEAN.—To the Proprietors of NORTON'S CAMOMILE PILLS."

BOMBAY.

SASSOON DOCK.—S. S. Vixen, loading for Liverpool, is taking in wheat and cotton, &c.

A BOAT RACE.—A boat race will take place to-day at 5.30 P. M. between the 2nd Queen's and the boys of the John Connon High School. The course will be from the Apollo Bunder round a small boat with a flag flying on it, about a 1½ round.

CRUELTY TO ANIMALS.—Three cart drivers, named Gungaram Hemajee, Dhunsing Dowjee and Hurry Essoo were on Saturday fined Rs. 3 each by Mr. Dossabhoy Framjee, at the Girgaum Police Court, charged at the instance of Messrs. Nutty and Smith, agents to the Society for the Prevention of Cruelty to Animals.

DEFRAUDING THE G. I. P. RAILWAY COMPANY.—A Hindoo, named Vassonjee Lowjee, was on Saturday fined Rs. 20, by Mr. C. P. Cooper, at the Fort Police Court, for defrauding the G. I. P. Railway Company by continuing his journey in a railway carriage, beyond the place for which he had taken out a ticket without prepayment of the fare for the additional distance, and with intent to avoid payment thereof.

A SOLDIER DESERTER.—On Saturday, a seaman of the ship Seaforth serving under the fectitious name of William Doubikin, was arrested as a deserter from the Royal Artillery, Woolwich, by Mr. Constable Ingram, of the Water Police. The prisoner surrendered and gave up his proper name which was William Dawson, a deserter from the C field battery, Woolwich Brigade Royal Artillery. The prisoner will be handed over to the military authorities at Colaba this day.

REFRACTORY SEAMEN.—George Wood and Mathew McGulpin, seamen of the ship Cartvale, were on Saturday sentenced to one week's hard labour each in the House of Correction, by Mr. C. P. Cooper, at the Fort Police Court, for absenting themselves without leave from that ship, of which they are articled seamen.—Thomas Powers, of the ship Gainsborough, was also sentenced on the same day by the same Magistrate to one week's hard labour in the Common Jail, for wilful disobedience in refusing to do duty on board that ship.

THE FORT PRESS SCANDAL.—On Friday afternoon, Mr. Lynch (of Messrs. Lynch and Tobin) appeared before Mr. C. P. Cooper, at the Fort Police Court, and applied for a summons on behalf of his client Mr. Moylan, the Government Boiler Inspector, against Mr. Rustomjee Pestonjee Billimoria, charging him with defamation in respect of the recent Fort Press scandal matter. His Worship declined to grant the application, stating it was necessary that a sworn information should be laid before him. Mr. Lynch intimated that the information will be laid this day (Monday) and left the Court.

USING A FORGED CERTIFICATE OF SERVICE.—This case was resumed on Saturday, at the Girgaum Police Court, before Mr. Dosabhoy Framjee, in which a native seaman, named Hajee Saboodeen bin Abdool Raymon, stood charged at the instance of Mr. W. H. Walker, the Assistant Shipping Master of this port, with knowingly using as genuine a forged certificate of service bearing the signatures of Captain George J. Babot, of the P. and O. ship Venetia, and Mr. W. H. Walker, which are forgeries. Several witnesses were examined for the prosecution, after which the prisoner was formally committed for trial at the next Criminal Sessions of the High Court.

A FATAL OCCURRENCE.—A Coroner's inquest was held on Friday at Purbadavie Road on view of the body of Mooktee, woman. Deceased was about fifteen years of age and was the wife of Fakeer Abbajee, a toddy drawer residing at Worlee. It appears on the 10th instant, about noon, deceased returned from Bombay to her house at Worlee, when she complained to her husband that one Shaik Ahmed Shaik Goolab, who was then passing by, had abused and ridiculed her while she was returning home. The husband thereupon went out and seized Shaik Ahmed and was about to assault him when Dhondee Marrootee came up and pushed Fakeer Abbajee so violently, that Shaik Ahmed got away from the hold of Fakeer and ran away. Fakeer thereupon went away for a policeman and on returning with one he was told by one Gonsalves that his wife, the deceased, was struck with a stone on the forehead by Shaik Ahmed Shaik Goolab, and was bleeding profusely. A few days after the woman resumed her daily occupation. On the 17th instant she complained of pains in the head and stiffness of the jaws, and on the day following tetanus ensued. Upon the evidence adduced the following verdict was returned by the jury:—"That the death of the deceased was caused by tetanus, the result of a wound on the forehead inflicted with a stone by one Shaik Ahmed Shaik Goolab under such circumstances that the act of Shaik Ahmed Shaik Goolab was culpable homicide not amounting to murder."

THE RAILWAY MAGISTRATE.—Dr. A. G. Fraser, the Railway Magistrate who had proceeded to Bombay for a change, returned to Poona by the mail train on Thursday night last. Yesterday he attended his office and we are glad to state that he has fully recovered from the attack of fever, although he is little week at present. The short change to Bombay seems to have done him much good.—*Poona Observer*, May 20.

RISE IN THE VALUE OF GROUND IN CAMP.—Colonel G. O. Evezard, the Cantonment Magistrate, invited tenders by a notice which was published in the local papers, for a piece of vacant ground on which three old cells stand opposite the Police Office in the Poona Cantonment Bazaar in the Main Street which were received on the 12th instant. One of the tenderers offered for the piece of ground rupees two thousand six hundred; the other tenders were below the above amount, but we hear that one of the tenderers has suggested that if the ground in question will be sold by public auction, it would fetch a larger sum than offered by him. The price for ground in the Cantonment Bazaar situated in a central position is rupees fifty for one hundred square feet, so according to this rate, the value of the ground will be rupees four hundred and fifty, whereas the present offer of rupees two thousand six hundred is six times the value of the Government rate. The tenders for the ground were received, we believe, by order of His Excellency the Commander-in-Chief.—*Id.*

TESTIMONIAL TO A RAILWAY OFFICER.—On Friday evening a very pleasant entertainment in honour of Mr. Owen Tomlinson, who is about to proceed to England on leave, came off in the Parell Mechanics' Institute, Mr. Tomlinson is the foreman of the extensive carriage works of the Bombay, Baroda and Central India Railway, and the subjoined address to him, which was presented during the course of the evening, is sufficient proof of the high estimation in which he is held. The way in which the address was illuminated (on vellum) was much admired, and was certainly a credit to the Byculla Press from whence it came. The signatures to the document were those of the foremen of the different departments of the works and Mr. W. C. Rowe, of the Locomotive Branch (and Honorary Secretary to the Institute) made the presentation to Mr. Tomlinson who, in the course of some appropriate remarks, acknowledging the great compliment thus paid to him, and expressive of his gratification, spoke in the highest terms of those with whom he is associated in the Works. The address ran as follows:—

MR. OWEN TOMLINSON,

DEAR SIR,—In bidding you a prosperous voyage, a happy sojourn in your native land and a speedy return among us, we desire to assure you so much have your good qualities endeared you to us, that we shall look forward with warm interest to that time when we may be able to welcome you back to Bombay. Be assured therefore that you are accompanied on your well-earned season of rest with the heartiest good wishes of those with whom you have during the last ten years been associated, and that you carry with you the respect and esteem not only of your fellow workmen and neighbours, but of the officers of this great Company. Placed as you have been in a position of trust and responsibility, you have while strictly fulfilling that trust, won for yourself the good opinion of all your fellow officers and subordinates, and whilst you have ever set a bright example by your punctuality and strict attention to duty, you have shown it is quite possible for an officer to carry out the line of his duty strictly whilst being courteous and considerate to those placed under him.

Without in the slightest degree neglecting your duty, you have by applying your leisure time to good purpose been enabled to perfect an invention, which, calculated to be of much importance in the more economical working of railway traffic, has already received the approval of some of the highest Railway authorities in India, and will eventually, we hope, bring you that pecuniary reward which as its skillful and patient inventor, you are so justly entitled to.

In holding your character up as an example to younger men for honesty of purpose, steadiness and perseverance, we will only add our appreciation of your good qualities as a friend and neighbour and observe that we are indebted to you for the warm assistance you have always given to any movement tending to our advantage, more especially in connection with the Parell Mechanics' Institute, the Parell Co-operative Stores, &c.

With best wishes for the continual health and prosperity of yourself and family.

We the undersigned with pleasure subscribe ourselves on behalf of your numerous friends and well-wishers.

Bombay, Baroda and Central India Railway, Parell Mechanics' Institute, Parell Works, 19th May 1876.

THE ATTEMPTED MURDER ON THE HIGH SEAS.

THIS case was resumed on Saturday, at the Fort Police Court, before Mr. C. P. Cooper, in which a seaman, of the s. s. Potomac, named James Trainer, stood charged with assaulting Patrick McGhee, a fireman of the same ship, on the night of the 2nd instant, with a knife.

The Magistrate before proceeding further with the case addressed the prisoner, stating that he (Magistrate) had considered over his case, and finding that the

joining it, except to the westward, but a secondary result was that as their water supply diminished the evil spread and increased, because evaporation proceeds upon land also when there is any appreciable supply of moisture; so that by the loss of the equilibrium between demand and supply this evil influence has already, by its reflex action, distributed itself over a great region in Asia as well as over a lesser area in Europe, while there is the prospect of a further and steady increase of its effects.

"These influences, both direct and reflex, have also been exerted in the cases of Lake Balkash and the Aral Sea; direct in the matter of diffition and alluvion caused by their own river systems, reflex in the hastening of their shallowing and loss of evaporation area, because of the shrunken proportions of the Caspian.

"Therefore, through the operation of these natural laws a great desert is in process of formation in the midst of the Russian Empire.

"The questions how this disaster may be adverted for some thousands of years, and how, by a counteraction and, to some extent, a reversal of these processes, great advantages, commercial, industrial, political, and social, may be secured to this region and to the Empire, will form the subject of this paper.

"The process of deterioration already described was probably the occasion which drove forth the vast multitudes in ancient times from the then unknown East to Europe, whose migrations, battles, and conquests are mentioned by the Greek and Roman historians of the period. The regions of their birth being no longer able to support them, these people were forced to seek others more inviting; and thus, by long journeyings and through many wars, they occupied the whole of Europe, which, with its more fertile soil and less warlike population, invited both conquest and occupation.

"When we look at the geographical situation in the light of ancient history we see that it is almost impossible that any other region than the one under consideration could have furnished conquerors and colonizers to Europe within such a limited time, because upon no lesser portion of Asia could such a great number of people have subsisted. This is evident when we consider that nearly all the region to the south of the Aral and the Caspian was known to the ancients, to such an extent, at least, that the people could be identified and the places whence they came located, and their line of migration thence would naturally have been into Asia Minor, and thence the north of the Black Sea. Some of them may have come from the far north in Siberia, but of the large number of great tribes whose descendants now inhabit Europe by far the larger part must have come from the regions in the vicinity of the Aral and Caspian Seas. The Russian Empire may, therefore, justly claim to have been the birthplace of all the nations of Europe. The reversal of the processes of deterioration and depopulation, and the renewal of the favourable conditions under which those regions became the cradle of the human race are matters of much importance from every point of view, and supply themes well worthy of discussion.

"While there may be imperfections detected in this paper in the estimates based upon rough calculations, the points presented and theories advanced will probably be found stated with sufficient precision for the purposes of a general review of the subject.

"In considering the sources whence the requisite supply of water may be drawn for this purpose, we are brought to two conclusions—first, that the supply should be ample and unfailing; secondly, that the works by which this supply is secured should de fully equal to any demand for maritime purposes. These requisites are only to be found in the direction of the Black Sea. This sea, by means of its connexion with the Mediterranean, can furnish both the water supply and the maritime facilities for commercial and naval communication with all the world. By means of cutting, about 250 verste in length, across the ridge dividing the two seas, connecting them upon one level, these results can be obtained with certainty.

"This cutting should be, when completed, an artificial strait, deep enough for ships of any draught, and wide enough for ships of any width to pass each other. Here, of course, the usual objection arises that the cost of such a work wouldbe so great that it can never be executed, nor made profitable when completed. Neither of these objections is tenable, if the best method of accomplishing the work is employed, and if the questions of loss or again are fully considered.

"The way to construct such a work presents itself first in order, and it will be shown that this is easier than has been hitherto supposed.

"Beginning in the basin of the Caspian Sea, at a point 15 metres below the level of the Black Sea, a level cutting 150 metres wide should be made westward, to such a distance that at its western extremity it would reach a depth of ten metres. The surface of the earth at that point would be five metres below the level of the Black Sea. Here this broad and deep cutting should be discontinued, and a narrower and shallower cutting should begin, which withcertain exceptions, should be carried all the way across. The broad and deep excavation would be short, and the expense of it, inconsiderable; yet, by its, formation, it would, in the end, govern the character of the whole work.

"If, between this and the waters of the Black Sea, a cutting only five metres below the sea level at one end and three at the other, 50 metres in width, were to be made, the water would flow through it at a speed of about 12 kilometres per hour, and, upon reaching the end, would be precipitated down a fall of ten metres in height into a basin thrice as broad as the channel whence they fell, and from which an easy exit would be made into the Caspian Sea. The effect of this outfall into earth of ordinary consistency would be to give it a tremendous excavating power. The force of the water, acquired by this plunge, would be exerted in excavation in four directions—first, in deepening the waterway at the foot of the fall; secondly, in cutting away the earth around the three sides of the basin; while the fact of its nearness to a still greater outfall would give it such rapidity of current in the lower channel that for a long time it would carry with it into the sea all the material thus excavated.

"It will be perceived that the element of reduction of cost of the work is found in the utilization of water for the purpose of excavation. This powerful excavator is known to be able to perform its work with great rapidity and little expense, and it may safely be trusted to excavate a large channel through all loose or soft earths, from the Black Sea to the Caspian, not less than 15 metres deep nor less than 150 metres wide. In order, however, that these dimesions should be obtained, it will be necessary to cut through all ledges of rocks of strata of indurated earth to the full depth and width. These can be located by boring, and examined, after which they may be removed by the usual processes of excavation befors the water is let in to perform its work.

"The movement of the water through a channel of 3 by 50 metres, at a rate of 12 kilometres per hour, would fill a space in a year equal to 522 square kilometres, from the level of the Caspian to that of the Black Sea. This would fill the present area of the Caspian to the level of the Black Sea in about 700 years; but as it would be enlarged by the process from about 493,000 square kilometres to about 700,000 square kilometres, the filling would go on very slowly until the channel of the new strait should have become enlarged to its fall dimensions. This enlargement would proceed at the rate of about one verst per week, and, as the entire distance to be enlarged would probably not exceed 300 verste, it would be completed in about six years, after which the filling would proceed with a current of about 20 kilometres per hour, so that, at the end of 40 years from the beginning of the work, the levels of the two seas would be so nearly uniform that navigation of the new channel could begin. This time could be shortened to about 25 years, if, upon the completion of the work already described, a sufficient quantity of the plant employed in that operation were to be used in repeating it, by connecting the rivers Don and Volga. The work there, being shorter, would be completed with greater rapidity, and a cutting sufficient to let the waters of the Don flow through in the manner already described could be excavated and enlarged by the water at about the same time as that from the Black Sea.

"The cut from the Don could be cheapened and expedited by the construction of a dam just below the cut, which would temporarily set the waters at a higher level. In this way the excavation of a less amount of earth by steam would be necessary, and the increased fall of water would solarge this channel to dimensions as great as the other. As soon as the waters of the Don had cut a passage to the Volga sufficiently below its natural bed, the dam could be removed, when, if the old bed of the river between this point and the Sea of Azof were low enough to allow it, the waters of this sea would swell volume discharging into the Caspian by the simple process of reversing the current of the river between those points. A similar work was performed in America by cutting through the ridge of limestone which separated the waters of the Chicago River from those of the Illinois River. The result was that the current of the Chicago was reversed, and it now discharges its waters, as well as those of Lake Michigan, into the Illinois, and through that, via the Mississippi River, into the Gulf of Mexico, instead of the Gulf of St. Lawrence. If it were possible thus temporarily to reverse the current of the Don, the effect would probably be to deepen its channel and render it navigable for large steamships. The temporary inconvenience caused by such an operation would then be repaid by increasing the usefulness of that river, and by making it also a part of the new field of commercial and industrial operations. The labour of cutting these two water ways should be performed by steam, and the plant used for the first could afterwards be employed upon the second. With a sufficient equipment, the entire work upon both should be completed in six years. The expense upon the above plan for making the excavations necessary for replenishing these great interior basins would not exceed one-third of the cost which would be incurred in constructing these works by the usual method, so that the outlay would be brought within reasonable limits. The material excavated near Black Sea should be deposited in the sea in embankments. Each of these lines of embankment should extend into deep water, where they should converge until the opening between them would be 500 metres. As material would be abundant, the embankments may be broad, thus ensuring permanence, and the interior space would form a safe and capacious harbour.

"At the Caspian end these embankments should also be formed, but they should be placed in such a position that the earth washed out from the excavation should not enter the enclosed space. This would necessitate placing this harbour upon one side of the canal and the entire separation of it until the channel became navigable, after which the water could be made to flow through it, and the opening of the new strait into the sea could be closed.

"In the construction of the interior harbour it might be lined with quays. The facilities for doing this would be very considerable, because there would be no water in it until it was filled from the Black Sea; therefore the expense would be much less than that which attends the construction of quays under the usual circumstances. This harbour should be the commercial seaport of the whole of the interior basins, and round it would grow up a large city.

"It may be objected to this plan that the alluvion deposited in the Caspian would tend towards filling it with solid matter, and so accelerate the progress of the evil influence of its natural tributaries. This objection, though well founded, is trivial. The amount of solid substances brought in during the period of filling would be less than deposited by the rivers during the same period. Therefore its effect upon so great a body of water would not be perceptible unless it were carefully looked for; and as the economy of the process is so great we can well afford to shorten a little the interval of thousands of years which must elapse before its dimensions will again be reduced to their present area.

"The surplus material removed after the formation of the harbours should be formed into a series of great fortifications. The country on either side of this channel could thus be made impregnable to attack upon land, and the strait itself would be more strongly fortified than any water passage in the world. As this great basin would be rendered secure from hostile approach by sea, it would be the best place in the whole world to establish dockyards, armouries, and arsenals for building and repairing ship, and preparing and storing ammunition.

"This new Mediterranean would be navigable for large ships from the borders of Persia to about the fiftieth parallel of north latitude along the estuaries formed by the Ural and the Volga, and it would be navigable for smaller seagoing ships to Orenburg, on the Ural, and a point still further north in the Volga. The access thus given to the forests of Eastern Russia and of Siberia would soon show its results in the establishment of shipping there upon a large scale. The ability to furnish cheap transportation for the coal of Southern Russia to the Ural and the Volga, where it would meet the iron ores, of the Ural mountains, would lead to the establishment at these heads of navigation of great industries in the production and manufacture of iron, while the facility afforded by the returning colliers for shipping these ores to the Black Sea ports would soon show results in the establishment of kindred industries there also. By the construction of lines of railway from the central portions of Western Siberia to Orenburg, the shipment of grain and other heavy agricultural productions of that region would greatly increase, because these require the cheaper water transportation to stimulate increased production. By railways from Turkestan and Western China to the river Emba, a part in the valley of that now useless stream, would soon come into existence where the wool, cotton, tea, and other productions of those countries would be exchanged with the Mediterranean for the fruits, wines, and manufactures of that region. productions of Persia and her imports also would be to the harbour formed by the Atreck river, instead of going to the Indian Ocean and the Persian Gulf. And thus this new Mediterranean would rival in importance the well-known sea of ancient and modern times. So far as Russia is concerned, she could realize, on this new navigation, the boast of the French regarding the older one, who said they would make the Mediterranean a French lake. The new Mediterranean could be made a Russian lake. By the adoption of a similar rule to that applied by the United States, all foreign vessels would be excluded from these waters. The result would be that among the fishermen and nomads of those districts would grow up a race of sailors to navigate the great commercial fleets which would soon exist there; and, besides this, it would be the training school for sailors for a navy.

"The addition of nearly one-half to the present area of the Caspian would at once increase the rainfall of those districts in the same proportion, and the result of evaporation, upon land would soon enlarge the extent and increase the quantity of rainfall by the reversal of the process already described. As this continued, one of the first effects would be to dissolve and wash out the salts of the steppes, which would promote their fertility and soon render them valuable for pasturage. A little more remote, but hardly the less important, would be the effect of increased rainfall upon the slopes drained into the Aral Sea and Lake Balkash. By this indirect process of supply, the beneficial influences of the new strait would soon begin to exert themselves—first, in promoting the fertility and preventing barrenness; secondly, in mitigating the severity of the winters over a very great region, and in preventing great changes of temperature in the vicinity of these bodies of water; thirdly, in so deepening and enlarging the water areas of these shrunken and shrinking lakes as to give better and larger opportunities for navigation, so that these vast regions, now relapsing into desert wastes, would be restored to what was probably their primeval condition, as the abodes of countless millions of men and beasts and the habitations of plenty and prosperity.

"To realize that this is not a mere high flight of imagination, it is only necessary to contrast this region and its great empty reservoirs with that of the corresponding latitudes in the heart of the American Continent. With about equal reservoir capacity, the region surrounding the great lakes is one of the most genial and fertile on the globe. Were its reservoirs as empty as these in Asia it would be equally as barren and unproductive. These great reservoir spaces present many other analogies to those of the American Continent, both in respect to area and to the facilities for extensive commercial operations, and their filling would in time bring about results equally important in the population and the wealth of the surrounding districts as those which have been conpassed in America in a very limited period by the contact of civilisation with the shores of the great lakes.

"Such a great triumph of a nation over Nature would be by far the greatest conquest in the annals of human material progress, and the monarch who should achieve it would live in the memory of mankind longer than any other recorded in history. And, although the fruits of success might not be enjoyed by the present generation, the great Empire which should reap and inherit the accumulated result will be the more powerful and healthy through it and the more firmly established and knit together by it than it could be by any other means, and of that Empire it woud be the most crowning glory and achievement."

OUR DEAR DOGS.

(Daily News, April 22.)

THE poisoning of dogs is a subject which naturally excites a good deal of feeling and a good deal of controversy in London at present. On the one side we hear the lament for faithful favourites poisoned wholesale; on the other hand we are told of furious and malignant beasts raging round a neighbourhood and assailing helpless children with their envenomed fangs. "Is my dog, whom I regard as a dear companion, to be at the mercy of every panic-st ricken blockhead?" asks one indignant voice after another. "Are the lives of my children to be endange red because some silly person chooses to pet and pamper his dog into vicious habits?" replies somebody else. We may very well make allowance for a little extravagance on both sides of the controversy. The alarm of the panic-stricken is very natural. Hydrophobia is one of the most terrible visitations to which a human being can possibly be exposed. An ordinary person might be excused if he preferred that all the race of dogs should die rather than see one of his family made liable to the danger of death in its most fearful form from this intractable malady. But, on the other hand, the alarmist may be recommended to seek for courage and fortitude from the very hopelessness of taking any adequate precautions against the danger. We cannot kill off all the dogs, and if we could send them all to the destruction which in this country came upon their Orson brother, the wolf, we should not have secured ourselves against hydrophobia. The harmless necessary cat can be just as fatal as the dog. The alarmed father who trembles for his child when he hears the spiteful bark of a spoiled dog would do well to remember that the silky purring familiar, who sits in his child's lap before the fire, can become at any moment a medium for the communication of hydrophobia. Other animals can be just as deadly companions too. We had better look the danger in the face; or rather, having taken whatever reasonable precaution we can, turn away from it and think no more about it. A wholesale poisoning of all one neighbour's dogs is a measure impossible to carry out, and which would utterly fail of its one purpose even if it were practicable. The people who love dogs will no more submit to their being condemned and poisoned on suspicion, lest they might give hydrophobia, than the owners of horses would endure their animals being indiscriminately slaughtered to avoid thespossibility of a spread of glanders. Whatever, therefore, may be the motive of the person or persons, if such there be, who are said to be scattering poisoned meat about the western suburbs of London, they will find no sympathy if the law deals severely with them, as they may be quite sure it will.

Everybody who is not out of his wits with the dread of possible hydrophobia acknowledges the virtues of the dog. He is especially the friend of man, and that is indeed the weak point in his character. That one defect sometimes fills him with faults. If to his many noble qualities he but added the stern virtue which would enable him to keep clear of our society altogether, and to avoid the corruption of our evil communications, he would indeed be the paragon of animals. But our companionship has a pernicious fascination for him. He has imbibed the unlucky and extraordinary idea that we are his superiors, and that he ought to look up to us for example and guidance. He has a terrible gift of imitation, so far as the ways of man are concerned. Therefore bad company tells upon him severely. He has, indeed, the advantage over man that good example seems to affect him quite as readily and strongly as bad; whereas among human creatures we know that unfortunately only the defects of style or character are commonly reproduced by imitators. But a set a dog a bad example and it is wonderful with what alacrity and success he can follow it. Perhaps even man himself could not more quickly degenerate under the depraving influence of bad company. It has been remarked with great truth that the evil habits of one man will impress a dog more deeply than the good habits of a hundred dogs. Indeed, the dog takes in general but little interest in the ways of dogs. Most dogs, we fancy, regard dogs as rather beneath their notice, except in the way of an occasional romp or sham-fight. Each dog evidently piques himself on being the companion and chum of man. Man, if we may so express ourselves, is the dog's worship. A dog may be seen for hours together peering in through a half-opened door, watching the proceedings of men with whom he has no manner of acquaintanceship, and allowing even friendly dogs to pass by him unnoticed. In certain neighbourhoods there dogs who spend half their day looking in through the swinging doors of publichouses, where naturally they know that man is always to be seen. Of course, the dog soon acquires the ways of those to whom he looks up. Bret Harte describes with wonderful effect the manner in which the dog of the Californian drunkard came to imitate the closing eyes and the drooped, muzzy head of his master. The kindliest of animals by nature, he can be petted and spoiled into the meanest and most malignant viciousness. The bravest of all quadrupeds—the only animal, it has been well said, who will voluntarily attack an enemy when the odds are all against him—he can be made a very type and impersonation of the paltriest cowardice. He can be taught to be a sneak, a bully, a snob, a craven, an assassin, a traitor, a Heliogabalus, a Thersites, a Parolles. We are sorry to say that the dog rarely shows to less advantage than when he is the pet of a woman. There are lapdogs fondled and spoiled by ladies, who seem to have absorbed into their own little snarling and peevish frames all the worst vices which the most bitter and extravagant of misogynal satirists ever ascribed to the worst type of women. They are cowardly, they are weak, they, are luxurious, they are malignant, they are spiteful, they love to snab, and bite, and annoy; they exult over the weak, and whine and cringe to the strong. There are certain spoiled pets of the drawing-room and the carriage which alone can give a student of Nature the faintest idea of what some of our old-time satirists could have meant when they drew their splenetic pictures of women. My lady's lap dog snarled and snapped at them, and they took their literary revenge by ascribing to the mistress all the peculiarities of the pet.

The moral of all this is, we trust, sufficiently clear. Three-fourths of the alarm about hydrophobia comes of the silly snapping and teeth-showing of ill-taught and unmannerly dogs. The wretched little animal often means no harm, and in the vast majority of cases he has not the slightest excuse for his impertinence in the way of insanity. His pulse, when he has not too lately over-eaten himself, doth temperately keep time as that of the steadiest and sleepiest old Newfoundland who ever basked in the sun, and blinked while the children were pulling his ears. The street cur, the Ishmael of the slums, who receives every one's spurns and copies every one's vices, is, perhaps, next to the spoiled lapdog, the lowest specimen of his race. But even he, though almost always a nuisance, is seldom to be feared as a downright lunatic. Many, if not most of the terrors about hydrophobia would be avoided if only people would set to their dogs, or the dogs they meet in the street, the example of good manners. It has been lately asserted, and with good show of argument, that dogs have a conscience, and frequently go through severe struggles between duty and inclination. In this, too, they seem to show their natural superiority to our race. When man thus struggles, we fear that inclination generally carries the day. With dogs, we hear that the result is usually the reverse. The worst, we said, was once familiarly said, is lost. But it seems that the dog who deliberates is saved. Here surely is a new and powerful incentive to impel us to encourage this awakening of conscience in the dog, and to try to set him a good example of character and conduct. "Dogs," says a clever writer, "despise metaphysics." Doubtless they do; but for the practical teachings of more intelligible science they have evidently the highest possible respect. It is impossible to doubt that the dog is particularly open to the influence of instruction in ethics. On ourselves, therefore, it greatly depends, by correcting the manners and habits of the dog, to prevent him from diffusing that dread of his presence which seems lately to have proved fatal to so many of his species. He is not always mad, even when the hair he tears is not his. Assuming, as we may do, that somebody has got crazed on this point and is going about scattering death to favourite dogs along the wayside, we may remind such a person that dogs cannot be stamped out like the cattle-plague. A more silly, cruel, and useless persecution was never set up, and we hope that the police may soon announce that a clue to the great dog-poisoning of 1876 has at last been found.

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SCOTT & CO., M.R.C.V.S.,
VETERINARY SURGEONS.

HORSE EXAMINATION CERTIFICATES Rs. 10; Examination and Verbal Opinion, Rs. 5; Livery for Horses on Commission sale, Rs. 25 per month including syce. Horses in infirmary Rs. 1 per day; Commission Rs. 17 from Purchaser and Seller on horse sold.
Every care and attention devoted to Shoeing and breaking to harness, both being under our immediate supervision. Horses sent from up-country will meet with a ready market.

HORSES ON COMMISSION SALE.

A Dark Bay T. B. W. Gelding, 7 years, 14-3 high, a very pretty hack, and perfectly quiet, Rs. 600.
A Bay Arab Charger, rising 7 years, 14-3 high, showy action and quiet with troops, carries a lady, Rs. 1,000.
A Grey Australian Gelding, 6 years, 15-1 high, a good mover in saddle and harness, and an excellent Dogcart or Brougham Horse, Rs. 500.
A White Arab Horse, 7 years, 14-2 high, very powerful and fast in harness, Rs. 700.
A Chesnut Waler Cob, 6 years, 14-2 high, very compactly built, a stylish and fast mover in saddle and harness, Rs. 600.
An Iron Grey Arab, 7 years, 15 hands, very handsome, would make a first Charger, Rs. 1,000.
A Bright Bay Arab, 7 years, 14-2 high, a passed Cavalry Charger, Rs. 800.
An exceedingly pretty pair of Dun coloured Pegu Ponies, 4 years, broken to harness, good tempered, and go capitally together, Rs. 900.
A pair of Bay Australian Mares, 7 and 8 years, 14-3 high, beautifully matched, and perfect in harness, Rs. 1,200.
A Grey Persian Horse, 15 hands, a good saddle Horse, Rs. 400.
A high caste Chesnut Arab, a good serviceable horse for Dogcart or Buggy, Rs. 250.
A strongly built Deccanee, 13 hands, a capital Hill Pony Rs. 150.
A number of Turnouts of carriages and pairs of horses Broughams, Dogcarts and Buggys on Commission sale, can be een on two hours' notice being given.
ROBERT SCOTT & Co.
Girgaum Veterinary Stables, Bombay, 1st May 1876.

IMPORTANT NOTICE.
NOW ON:—
HAMILTON & Co.,
JEWELLERS,
Have the honour to announce that they have been favoured with the
COMMANDS OF GOVERNMENT,
To sell, on MONDAY, MAY 22nd 1876 and following days,
BY PUBLIC AUCTION,
To the Highest Bidder; without limit or reserve,
The whole of the
GOVERNMENT PRESENTS,
which have accumulated in the
GOVERNMENT TOSHAKANAH.
The whole is now on view, and full particulars will be furnished on application.
Catalogues in preparation; Applications for them Registered.
☞ Estate Property, and suitable articles intended to be sold to the Highes Bidders at this Sale must be promptly sent in to us.
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JEWELLERS AND SILVERSMITHS TO THE VICEROY,
CALCUTTA.

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SHOW ROOM
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CARVED AND PLAIN BLACKWOOD,
TEAKWOOD, EBONY,
AND
FANCY GILDED FURNITURE,
FOR
DRAWING AND DINING ROOMS,
BOUDOIR, OFFICE, ANTE-ROOM,
CAMP, MESSES, AND CLUBS,
DURBAR HALLS, &c., &c.
CARRIAGE SHOW ROOM,
NEW AND SECOND HAND CARRIAGES ALWAYS ON VIEW.
Carriages taken on Commission.

THE PICTURE GALLERY
CONTAINS THE LARGEST STOCK IN BOMBAY
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FRAMED IN SUITABLE FRAMES
OF THE
NEWEST PATTERNS.
ALSO, A LARGE STOCK OF
LOOKING GLASSES,
OF VARIOUS SIZES,
FRAMED IN FANCY GILTED FRAMES.
STRANGERS TO BOMBAY SHOULD PAY THIS WELL KNOWN ESTABLISHMENT A VISIT.
KALBADAVIE ROAD, BOMBAY.

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WATCHMAKERS AND JEWELLERS,
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HAVE JUST RECEIVED a large and varied stock of Ladies' Gold and Silver WATCHES of superior workmanship.

LADIES' GOLD WATCHES.
Gold Hunting or Semi-Hunting from Rs. 90 to 140
" " " " keyless 185
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LADIES' SILVER WATCHES.
Silver Hunting or Semi-Hunting Lever, Rs. 55.
Messrs. F. L. & Co. have been induced to make this watch for Ladies by the great success of their "Gentleman's" Rs. 50 Watches. The mechanism is exactly the same as the Gentleman's Watch; it is guaranteed for the same number of years and they are sure will give the same satisfaction. This Watch would make a good substitute for the dearer one while carrying on the household work and especially while travelling.
Messrs F. L. & Co. have also received a new stock of the best English Jewellery consisting of
Ladies' Engagement Rings.
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Ladies' and Gentlemen's Gold Neck and Guard chains.
A large stock of mechanical TOYS for Children's presents to be had at cost price.

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The DAUGHTERS of all Officers in Her Majesty's Army, inclusive of the Royal Marines, on full or half-pay, or who may have died in the service are eligible. The ages of admission are from Eleven to Fifteen.
The next ELECTION will take place on June 21, 1876.
Pupils elected by votes of Subscribers, pay only £12 per annum.
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Each Donation of £5 5s. or Rupees 52-8, entitles to one Life Vote.
Each Annual Subscription of 10s. 6d., or Rupees 5-4, entitles to one vote at all Elections during the current year.
Further Contributions to meet the current expenses are earnestly solicited by the Committee.
By Order,
G. W. FORSTER, Secretary.
52, Cockspur Street, London.
The following Officers, from whom may be obtained the Rules and Regulations of the School as also the Voting Papers for each Election, have also kindly consented to receive Donations and Subscriptions on behalf of the Institution:—
Lieut-Col. G. F. Berry, 56th Regiment, Kurrachee, India.
Lieut-Col. H. S. Cochrane, V. C., 7th Fusiliers, Commandant Deolali Depot, Bombay, India.
Major A. C. Forster, 80th Regiment, Thyetmyo, Burmah.
Surgeon-Major C. F. Ogilvie, M. D., Dharwar, India.
Major F. Scrivener, 53rd Regiment, Deesa, India.
Captain R. M. B. Thomas, Bengal Staff Corps, Bhundara, Near Nagpore, India.
Major T. R. Turner, Exam, Ordnance Depart, Poonah, India.
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Pyjamas	3	0	Shawls, per pair	9	8	Sovereign Boxes	3	to 8 8
Oxford Shirts, Collar attached	5	8	Pillow cases, each	1-4	to 2 8	Tiffin Baskets fitted	16	to 22 8
White	4	8	Blankets, each	10	8	Air Pillows	5	0
French Cambric do., Collar attached	4	8	Lambs' Wool Socks or Scotch Mocks	10	to 15 0	Travelling do	1	8
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Best Shrunk Flannel do	8	0	Rug Straps	1-8	to 2 8	Cork Mattresses	19	8
Silk and Wool do	8	8	Waterproof Coats	10